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banks
CATALOG and TEST REPORT

'03 - 07
5.9L CUMMINS

Proudly offered at:

banks
POWER



Banks Ram-Air® Intake

Super-Scoop® Inlet

Techni-Cooler® Intercooler

High-Ram® Inlet

Monster® Exhaust

BigHead® Wastegate

Bank IQ™ Dashboard PC

Six-Gun® Diesel Tuner

EconoMind® Diesel Tuner

Banks Bullet™ Diesel Tuner

DynaFact® Instrumentation

Banks Brake® System

SmartLock® Trans Brake

Banks Billet® Torque Converter

Stinger® Work Truck System

PowerPack® Work Truck System

Six-Gun® High-Performance Bundle

Big Hoss® High-Performance Bundle

PERFORMANCE | FUEL ECONOMY | DURABILITY

How Banks Power Works

It's all about airflow...

In the confines of a stock Cummins pickup, your engine's potential power is limited by factory restrictions in the intake and exhaust. Engine power is wasted by drawing air into a barely breathing intake and expelling gases through a backed-up exhaust. These airflow restrictions are responsible for the poor engine efficiency that soaks up fuel, runs a hot exhaust, compromises performance and shortens engine life.

Banks has spent decades honing the science of engine-airflow improvement. By replacing restrictive factory parts with streamlined, free-breathing components, Banks maximizes engine efficiency, mileage and durability—liberating the horsepower and torque you bargained for in the first place.

TABLE OF CONTENTS

INTAKE UPGRADES	4-9
EXHAUST UPGRADES	10-11
TURBO UPGRADES	11
DASHBOARD PC	12-19
DIESEL TUNING	20-22
INSTRUMENTATION	23
BRAKING POWER	24-27
POWERTRAIN	28-29
POWER SYSTEMS/TEST RESULTS	30-47

Monster® Exhaust
VIRTUALLY ELIMINATES BACKPRESSURE
Page 10-11

Banks Brake®
SAFE DOWNHILL BRAKING
Pages 24-27

Banks Billet™ Torque Converter
NON-SLIP, MULTI-DISC CLUTCH
Pages 28-29

Banks iQ™ DASHBOARD PC
Pages 12-19

DynaFact® Instrumentation
MONITORS YOUR PERFORMANCE
Page 23

Banks Bullet™
VALUE PRICED TUNING
Page 22

Banks SmartLock®
TRANS BRAKE
Page 26-27

High-Ram®
STREAMLINES AIRFLOW
Page 8

Advanced Diesel Tuners
ECONOMIND® FOR WORK
SIX-GUN® FOR SPORT
Pages 20-21

Techni-Cooler® System
COOLS INTAKE AIR
Pages 8-9

Super-Scoop® inlet
RAMS COLD AIR
Page 4-7

Banks Ram-Air® Intake System
OUTFLOWS COMPETITORS
Page 4-7

BigHead® Wastegate
RAISES PEAK BOOST
Page 11

Complete Power Systems
STINGER®, POWERPACK®, SIX-GUN BUNDLE® & BIG HOSS BUNDLE®
Pages 30-47

“It’s rare to find a collection of bolt-on parts that actually work in harmony and build additional horsepower and torque from an engine, let alone find them all under one manufacturer’s banner. Over the years, OFF-ROAD magazine has tested all manner of parts combinations, each one taking a different approach to enhancing a stock engine; some worked and some didn’t. This time, we went to the source of diesel-engine performance, Gale Banks Engineering, and struck gold. Not only did it take one stop to buy and have our parts installed, but the parts worked as advertised and the results were awesome.”

Off-Road Magazine **OFF-ROAD**

INTAKE UPGRADES



Banks Ram-Air® INTAKE SYSTEM

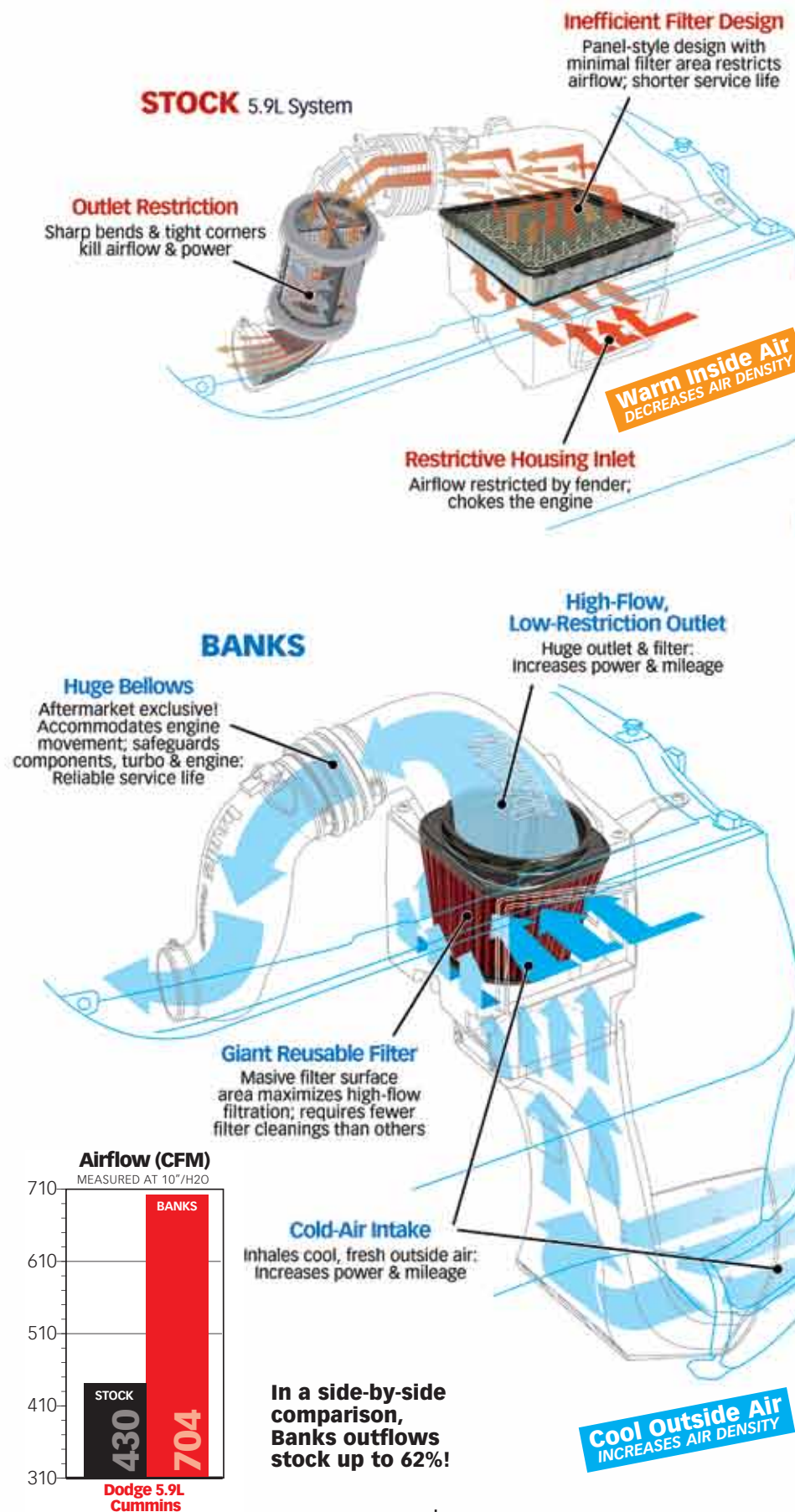
The revolutionary Banks Ram-Air Intake System outflows the others and delivers a stunning **62% more airflow** than stock, thanks in part to the Banks Ram-Air's huge filter area, giant outlet, and the complete air filter housing with large side and bottom inlets. As a result, Banks Ram-Air collects and directs more cool, dense air to the engine. Banks' flowbench-developed and dyno-proven Ram-Air is the only aftermarket intake with 4½" bellows to accommodate engine movement. Without bellows, engine movement causes components to separate or rub against and damage each other, allowing destructive particles into the engine and turbo.



Banks Super-Scoop® (UPGRADE OPTIONAL)

Stick your hand out of the window at 60 mph and you'll experience ram air. At speed, ram air acts like a natural supercharger. Banks' exclusive Super-Scoop inlet connects below the front bumper, forcing a big charge of cool, pressurized ram air into the engine. And because the air is drawn from outside the engine compartment, it has greater density and makes more power than warmer, underhood engine air.

Super-Scoop's cooler, denser air also improves fuel economy, reduces smoke and lowers exhaust gas temperatures! Rainwater and debris are funneled out of the bottom.



Airflow Equals Power

When air is drawn into a barely breathing intake, the engine is deprived of power and efficiency. And as you can see from the illustration, the stock intake system is restrictive. The inlet is cramped with tight bends, the filter design is inefficient with minimal filtering area, and the air that the stock intake *does* draw in is warmer, because it lets in the hot engine air. Warmer air is less dense, which means it has less oxygen content and therefore provides less power.

Conversely, the more air you can flow through your engine, the more oxygen will be available for burning fuel. That means greater, more efficient combustion, which results in more power. This is where the Banks Ram-Air Intake System comes in. Instead of a panel-style filter, the Ram-Air Intake uses Banks' exclusive conical 8-ply hanging filter, with a much larger filter area and a giant 7½" outlet. Banks engineers also created large inlets, and streamlined the ducting and filter cover to further promote airflow. The cold-air box is engineered to draw-in cooler, denser air from outside the vehicle—both underneath and from the side. Stock systems don't draw in the cooler air from underneath, and many other aftermarket "filter-on-a-stick" designs leave the filter wide-open to all the hot underhood air, which robs you of power.

Not only are the Banks Ram-Air Intake System's performance numbers astonishing, the system offers the reliability and durability of a factory intake. The new Ram-Air Intake System is a real breath of fresh, dense air for your Cummins!

TEST RESULTS

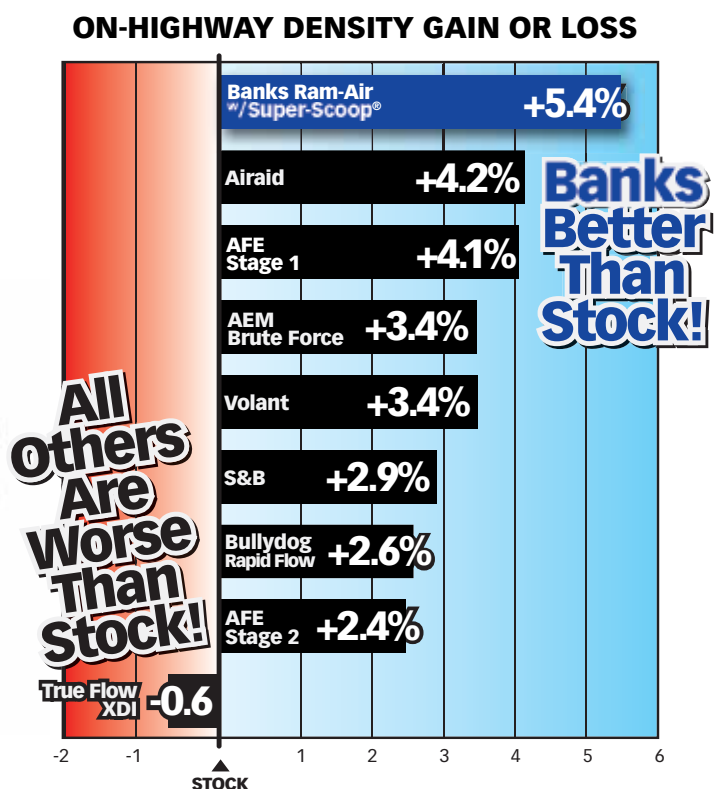
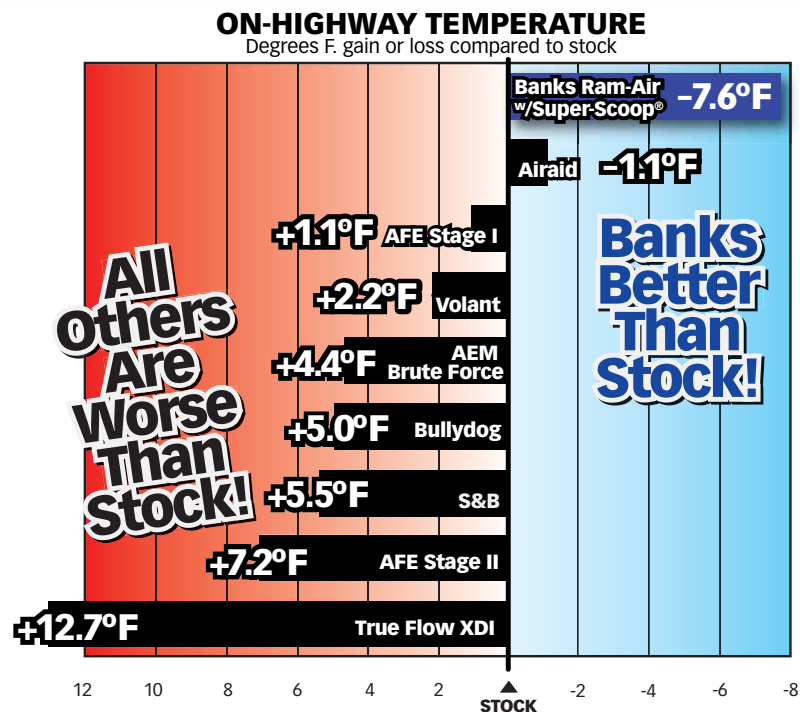
A Breath of Fresh Air?

Check out these competitive test graphs and you'll see why the Banks Ram-Air easily crushes the competition.

8 out of the 9 aftermarket intakes we tested actually performed worse than stock. How is it then that these companies advertise their intakes as outperforming stock? Simple – they use flowbench test results which in no way resemble the real-world conditions the intake will actually be performing under. The competitors do fine in a cool, open-lab environment because they enjoy unrestricted access to gobs of cool air. Test those competitors' systems again, this time crammed into a hot engine compartment completely surrounded by a reservoir of blistering air, and the men are separated from the boys in a hurry.

Peak performance and mileage doesn't happen when your engine is forced to inhale hot, density-dead air. It happens when you have streamlined air-flow and high density. The Banks Ram-Air Intake feeds your engine all the cool air it craves and more.

Banks Ram-Air: Total air-flow management, rich oxygen-density, and unrestricted flow... now that's a breath of fresh air.



The competition is full of HOT air!

Banks Ram-Air does the best job of packing cool, dense air into your engine's turbo. But you don't have to be a rocket scientist to figure that out. Just look at these "filters-on-a-stick" and it's easy to see why they fall down on the job—direct exposure to hot engine compartment air and reliance on stock or cramped intake ducting. And these are our two closest competitors. **The other guys are worse!**

Banks Ram-Air Intake System

With its giant reusable filter and protective air box, Banks Ram-Air gets the job started right by separating intake air from the hot, thin engine compartment air. Then it follows through with a high-flow, low-restriction outlet that packs cold air into your turbo. See the huge intake bellows? That protects your Banks Ram-Air from damaging engine movement and it's something nobody else offers.

Banks Super-Scoop

Turn your Banks Ram-Air into a natural supercharger by bolting on the optional Super-Scoop. It draws in cold outside air through its huge air scoop and speeds up the air even before it reaches your air filter. For maximum airflow, Super-Scoop packs a real power punch.

“Thanks BANKS POWER for the RAM-AIR system I purchased for my truck. I noticed a big difference right away when I started my truck. No smoke and smoother/quicker acceleration. I had to go on a long trip the following day and did notice better mileage. All of BANKS claims were true. I am very happy and impressed.”

Alec of St. Thomas, Canada

INTAKE UPGRADES

“Pumping more air means more fuel can be delivered and more power can be made. It’s all about the flow. ...More air, more fuel, more power, and much more fun.”

4-Wheel & Off-Road



Banks' high-performance 3½" boost tubes are included, replacing the puny, restrictive stock tubes

5.9L Techni-Cooler shown

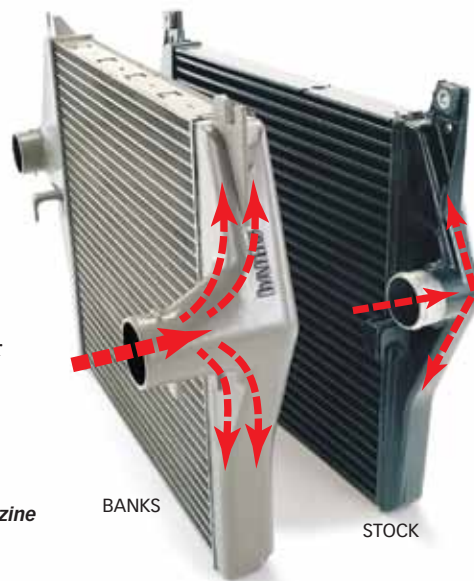
Banks Techni-Cooler® SYSTEM 5.9L

The core area of Banks Techni-Cooler is much thicker than stock, with 27% more volume for tremendous cooling capacity. Bigger, high-efficiency, all-aluminum (not plastic!) end tanks optimize airflow and hold up much better under extreme boosting conditions. Air density is increased, which improves power output and keeps EGTs lower.

Banks' huge 3½" boost tubes are streamlined, with no kinks or smashed areas; mandrel-bending keeps the air flowing through with a minimum of pressure loss. Part three of the Techni-Cooler system is Banks' High-Ram intake. With its impressive size and less restrictive shape, it does a far better job than the pipsqueak stock intake of flowing cool, dense air into the engine.

“The Banks intercooler is a far more efficient unit. That’s because it’s much thicker, with more surface area for improved heat transfer.”

Steve Temple; Diesel Power Magazine



BANKS

STOCK



STOCK

BANKS

High-Ram® Intake Manifold

Exclusive large-diameter High-Ram intake improves airflow from the charge-air cooler. The High-Ram raises boost without increasing backpressure at the turbine, for a more responsive, fuel-efficient engine. With increased airflow and boost available to the intake valves through the High-Ram, torque is instantly available.



BANKS

STOCK

OVERHEAD VIEW COMPARISON

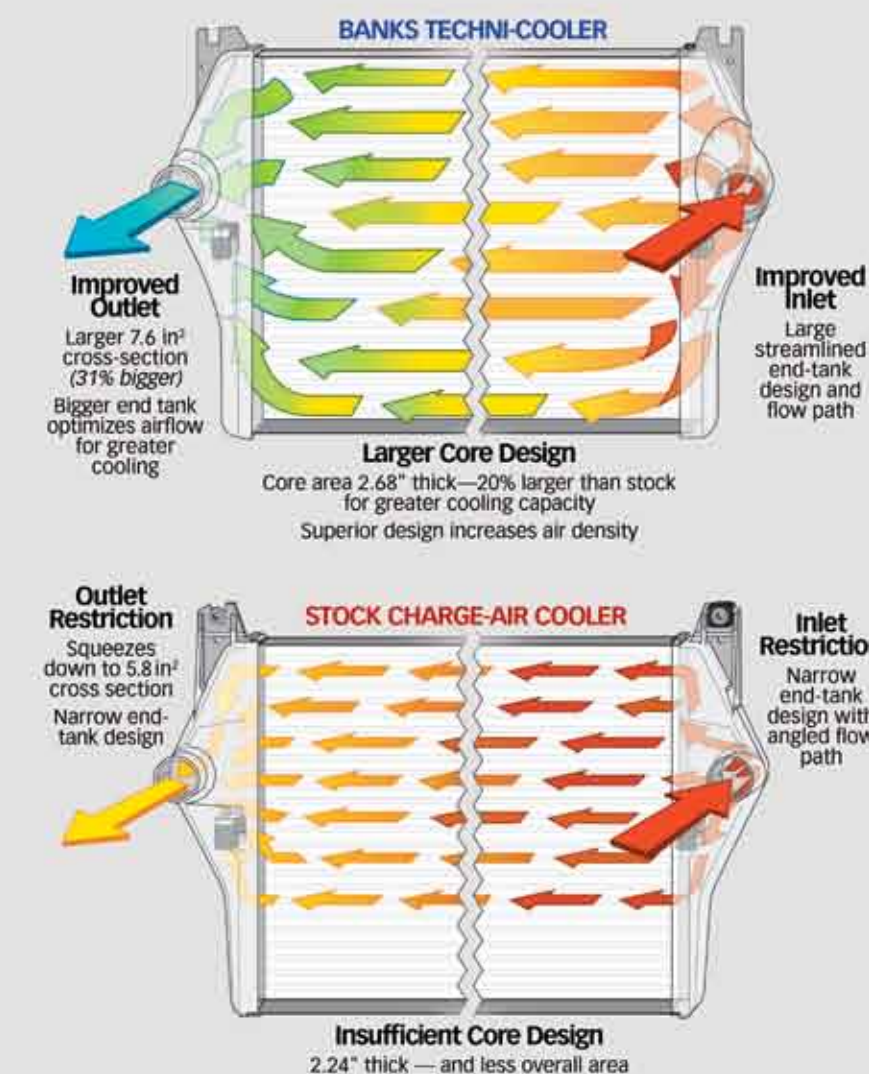
The cramped and angular factory intake is puny compared to Banks' gigantic, streamlined cast-metal High-Ram intake. High-Ram flows air more efficiently, minimizing pressure loss for greater boost without raising turbine backpressure.

Why Big Density Makes a Big Difference

Increasing a diesel engine's fuel flow without also adding more air results in incomplete combustion. The black smoke is wasted fuel and lost horsepower. It also builds hotter exhaust gas temps (EGTs), which can limit the amount of usable power your engine produces. As a result, you're not getting the power you paid for.

When diesels get enough air, the higher oxygen content allows fuel to properly combust, which increases power without smoke and without high EGTs. To get more oxygen to the engine, you need to make the air more dense. Turbochargers increase airflow, but pressurizing the air raises air temperatures substantially, killing air density.

To increase air density, larger and more effective charge-air coolers (often referred to as "intercoolers") substantially reduce the temperature of the pressurized air from the turbo to the intake manifold. By lowering boost air temperature, the denser air is more oxygenated and allows complete fuel combustion. An excellent byproduct of lower intake air temperatures is that they produce lower EGTs. If EGTs never build to the temperature where the computer tuner limits fuel delivery, all of the additional power is always available. Lower EGTs



also help to reduce the thermal load on the engine and its cooling system, which keeps them running cooler as well.

Banks' well-engineered intercooler cores and end tanks with greater airflow also reduce pressure loss, improving air density further. Better, larger intercoolers are one of the

best bang-for-the-buck performance upgrades available.

Improving airflow and air density makes a lot more power at any EGT than by adding a computer tuner alone. Higher continuous power: isn't that what it's all about?

“Banks continues to bring new and innovative products to the marketplace... Many have evolved from lessons and hardware used at the racetrack. This Techni-Cooler intercooler is no exception. Banks continues to lead the pack in product research and development.

Let someone else use his or her beloved truck as a proving ground. I will wait and purchase a proven product from a time-proven company such as Banks Engineering.”

Turbo Diesel Register



EXHAUST UPGRADES

TURBO UPGRADES



Diesel Duals exhaust comes with Banks' exclusive polished-stainless, slash-cut rolled-edge "ob-round" tailpipe tips (patent pending)

Monster® Exhaust SINGLE OR DIESEL DUALS™

The streamlined 4" turbine outlet pipe, intermediate pipe(s) and tailpipe(s) are formed of stainless, heavy-wall tubing with mandrel (constant-diameter) bends to **virtually eliminate backpressure**. Banks' polished stainless-steel Monster muffler features a straight-through 4"-diameter flow-path with an exclusive expansion chamber. Monster muffler delivers a rich, throaty exhaust sound and more than doubles stock flow. Monster exhaust system flows up to **122% better than stock**. Huge polished stainless-steel rolled edge tailpipe tip(s)—awesome! Adjustable clamp for positioning on tailpipe (single system only). *Note: Diesel Duals system is designed specifically for single-rear-wheel vehicles, and safely accommodates spare tire, shocks and brake lines.*

Monster® SPORT Exhaust

- 4" constant-diameter cat-back exhaust system
- Virtually eliminates backpressure & nearly triples flow!
- Lowers exhaust gas temps
- Straight-through Monster Muffler delivers a commanding exhaust note
- Limited Warranty



Top: Angle-cut exit
Bottom: Optional 5" polished tip



Monster Sport Exhaust is a modestly priced 100% stainless steel exhaust system (7" diameter muffler vs regular Monster Exhaust's 8.5" muffler); tip optional

Banks BigHead® WASTEGATE ACTUATOR

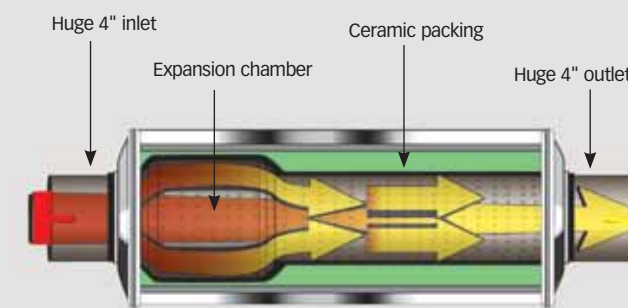
When turbo exhaust backpressure increases, the stock actuator prematurely blows off the seat, softening boost in the midrange and killing torque. With twice the diaphragm area and spring pressure of the stock wastegate, **Banks BigHead Wastegate Actuator** keeps the valve seated longer and raises peak boost 22%. At peak, BigHead opens the wastegate and holds its position, for precise boost control that gives you crisp acceleration and more mid-range pulling power. *Note: Banks BigHead wastegate not required with 325-hp rated vehicles.*



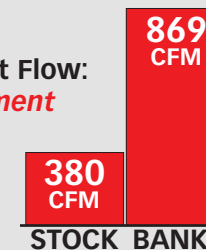
“The quality of the system is excellent and I love the sound it produces—not too noisy, but it definitely has the sound of power. The best part is the added power! It was immediately evident that the truck has more. Off-idle acceleration is significantly better and it continues throughout the powerband. Thanks Banks, for another excellent product!”

Jeffrey of Anderson, IN

Monster Exhaust Benefits



Muffler Exhaust Flow:
129% improvement
(MEASURED @10"H₂O)



Banks overcomes pumping losses on the exhaust side with a streamlined Monster exhaust system, which frees more power to get to the rear wheels. The constant-diameter, heavy-gauge stainless steel 4" pipes virtually eliminate backpressure. For a colossal finishing touch, check out Monster exhaust's polished-stainless rolled-edge tailpipe tip(s).

Replacing the restrictive stock muffler with Banks' free-flowing Monster muffler makes a huge difference in airflow, sound and performance. The Banks muffler has a big 4" inlet and 4" outlet. And in between, the exhaust flows straight through, instead of torturously winding its way back and forth inside hairpin chambers and building up backpressure. And only Banks Monster muffler has an expansion chamber to alleviate the nasty drone that other straight-through mufflers are known for. Banks utilizes durable ceramic packing with a high temp rating so it won't degrade like fiberglass. Add it all together and you get a lifetime muffler that flows up to 129% better than stock and delivers a pleasing, throaty rumble!

DASHBOARD PC

5 3/8" TOUCHSCREEN - SHOWN ACTUAL SIZE



753,984 POSSIBLE SCREEN CONFIGURATIONS!

Banks iQ™ Dashboard PC

The all-new Banks iQ represents the evolution in the art and science of vehicle-user-interfaces. With the Banks iQ it's not just information, it's total control. When you combine our Six-Gun or SpeedBrake product to the Banks iQ's 5" color touchscreen you can choose power levels, control downhill cruising speed, adjust braking intensity, measure vehicle performance, read your altitude, get true vehicle speed via GPS technology, and so much more... all on-the-fly and in real time! Banks iQ opens a window into the vital inner workings of your vehicle's ECU, letting you see what's beyond your dashboard's gauges. Set audible alarms, read and clear trouble/diagnostic codes, log data, and measure horsepower and acceleration. Because the iQ is totally portable you can listen to music, watch videos, play games and review Microsoft® Office documents wherever you are, inside or outside your vehicle. The Banks iQ is also an easy upgrade for customers who already own a Banks' PowerPDA and want to step into the future.



Huge 5" Color Touchscreen - Largest On the Market

Bigger is definitely better. Only Banks iQ has a full 5" color touch-screen display with sharp resolution and vivid colors. Its generous size and clear, easy to read graphics allows for easy viewing at a glance!

Bully Dog Triple Dog GT



It's Totally Portable!

Your experience doesn't stop once the engine does. Only the Banks iQ has a rechargeable battery making it truly portable. Show off your performance stats to your pals, listen to music, watch a movie or share your photos with your family.



Choose Your Environment

The Banks iQ is your gateway to automotive control with information, safety, productivity and entertainment applications you can use inside and outside of your vehicle.

Choose Your Layout

What good is displaying info if you can't read it? The Banks iQ's intelligently designed screens are large and easy to see at a glance. No squinting or staring helps keep your eyes where they belong... on the road. Choose from either digital readouts or virtual analog gauges with large, easy to read dials.



Choose Your Gauge Color

Change your readout to match your dashboards lights... or to whatever mood you're in that day. The Banks iQ can also automatically change gauge colors and dims the screen for day or night viewing.



Populate Your Gauges

Pick what you want to see, where you want to see it and how it's displayed. Populate the screen with English or Metric units and choose from up to 36 pre-loaded gauges. With more being added!

Set Your Alarms

The Banks iQ is your wingman keeping a watchful eye on various temperatures and vehicle functions. Unlike those other silent ones, set your safety zones and the Banks iQ will let you know, both visually and audibly, where you stand.

Calibrate Your Speed

Using advanced GPS technology the Banks iQ shows you your actual speed... even with stock tires. Put in a different gear set? Running huge off-road or low-profile tires? It's nothing the Banks iQ can't handle.

DASHBOARD PC



Power and Safety... all at your fingertips!

See more, and control more with added power/safety functions when you connect the Banks iQ to a Banks diesel tuner, SpeedBrake or any of our other devices with just a tap of the screen.



Test Your Performance

Think you and your vehicle are fast? Prove it! Not only can you do 0-60, 1/4 mile and 1/8 mile runs, but you can see recorded vitals throughout your run. Make tuning changes and log your best combinations. Save and store each run, then show them off to your friends.



Diagnose Problems

Banks iQ is like having a personal vehicle technician in your corner. Check/Clear diagnostic codes at the touch of a button. And the best part? Logged events are defined in plain English, not just codes.



Be Productive

Look familiar? Feel right at home and use built-in Microsoft® software with familiar functionality. The Banks iQ is a dashboard PC that can view your Microsoft® Office files, manage your data, and much more!



Fuel Economy

The Banks iQ stays in constant communication with your vehicle keeping track of all the major stats needed to accurately determine your fuel usage in English or Metric units, and does so automatically. Know what you're trip average is, what you're getting right now, how much fuel is left and more all on the same screen. Use the Logbook feature to record and review your stats... or keep track of the other leadfoot who drove your rig last.



Fuel Cost

How much did it cost to go to work today? How much did that different route actually save you? What did you spend on fuel last week, last month, or even every month of the year for that matter? With the Banks iQ you can keep track of multiple trips, or everything combined. No need for dash-mounted toys that give you best guesses, get the smart answers with Banks iQ.



Navigation

Banks Nav utilizes the Banks iQ's built-in GPS capabilities to the fullest degree. Get turn-by-turn navigation that will get you to your destination every time. With visual and verbal directions, thousands of points of interest (with phone numbers) in both the US and Canada, on-screen alerts and more, you won't need another device. Banks iQ truly does it all! (Banks Nav sold separately)



Compass

A normal compass will tell you the direction that you're going in, but that's about it. By using GPS technology the Banks iQ's compass features go beyond the norm. Towing a load up some twisty hills? The Banks iQ will tell you your elevation... and the grade you're climbing.



Play Music

Supporting MP3, WMA & WAV files file formats, Banks iQ lets you bring your music library with you! Load up a micro SD with all your favorite tunes and enjoy them anywhere you go, through the built-in speaker, the stereo system, or your earphones with crisp, clear digital amplified sound.

Watch Movies

Banks iQ delivers high-quality, and seamless movie viewing both inside and outside your truck. Supporting MPEG-1, MP4, AVI, WMV, ASF, 3GP, and DivX format files, Banks iQ is as serious about entertainment as it is about performance.

Play Games

Movies, music and... games? With the Banks iQ there's never a dull moment. Choose from three pre-installed games: FreeCell, Connect and Solitaire, or launch an array of additional gaming options from compatible Windows® CE game formats.

BANKS vs. COMPETITION

“After seeing the Banks iQ, we were left wondering — is there anything this product won't be able to do?”

David Kennedy, Editor Diesel Power Magazine



Bully Dog Triple Dog GT Doesn't Measure Up

Only the Banks iQ delivers what you need and in a package you can truly use in the real world. While a lot of companies are out there selling mini dashboard-trinkets, Banks has remained focused on what vehicle/user interfacing is all about: capabilities and control. The Banks iQ is power. It's leading edge technology. It's the tool you need to command your truck for whatever the task at hand. And best of all... it's expandable to keep you in constant possession of the latest features without having to buy a new device every other year!



“Anytime more power was needed, we used the touchscreen to dial it in and then held on while the iQ worked its magic.”

Dan Ward, Editor Truckin' Magazine



Small is Not Always Better

For some things in life, small is better. Things like cell phones, utility bills, and warts for example. But when it comes to a display that monitors critical engine information, you want to go big. If you have to squint and strain to read the data, your eyes are off the road too long—and that's not safe. Put the Banks iQ in your truck and you're the master of your domain, summoning readouts that are easy to read, easy to navigate, and that have the highest levels of engineering behind them. Then take the iQ out of your truck (sorry competitors—you don't work unless you're plugged into the vehicle) and kick back while listening to music or watching movies, all the while knowing you've got the biggest screen, the most vibrant colors, and the most dynamic graphics on the market.

Technical Specifications

Size and Weight

Height: 3.5 inches (88.9 mm)
Width: 5.5 inches (139.7 mm)
Depth: 0.5 inch (12.7 mm)
Weight: 7.8 ounces (221 grams)

Display

- 5" (diagonal) color touchscreen display
- 480-by-272-pixel resolution at 110 ppi
- Fingerprint-resistant oleophobic coating
- Support for display of multiple languages and characters simultaneously



Touchscreen Controls



Power and Battery

- Built-in rechargeable battery
- Charging via USB to computer system or power adapter



In the Box

- Banks iQ dashboard PC
- Communication bridge
- Cable (Mini B to USB)
- Windshield mount
- Mounting clip
- Wall charger

Input/Output Connectors



DASHBOARD PC

DASHBOARD PC

BANKS vs. COMPETITION

“So is the Banks iQ smart? The answer is a definite yes! It is a well-designed handheld computer with an extensive complement of applications and functions.”

8-Lug Magazine **8-LUG**



FEATURES	BANKS iQ DASHBOARD PC	BULLYDOG TRIPLE DOG GT	EDGE CS	EDGE CTS	DASHDAQ	DIABLO SPORT TRINITY
Huge Display Size	YES! Huge 5" Display with large, crisp graphics you can read at a glance	NO! 2.8" tiny screen is too small to be a serious gauge	NO! 2.8" screen is very hard to read while driving	NO! 4.3" Display – not too bad but you still can't see much due to poor graphics	NO! 4.0" Display – lots to see on this small screen so things get very crowded	NO! 3.5" Display – this was big when the VCR was popular
Supports GPS Navigation (optional)	YES! Supports GPS Navigation (optional) Full turn-by-turn navigation with voice – 7 million points of interest	NO! But would you really want to read a map on this tiny screen anyway?	NO! Not built for it	NO! Not built for it	YES! Supports GPS Navigation (optional) Can't be used out of the vehicle	NO! Not built for it
Over 30 Gauges	YES! Over 30 informative gauge selections that you can use	NO! Gauge selection depends on vehicle	NO! Gauge selection depends on vehicle	NO! Gauge selection depends on vehicle	YES! A bunch, but most are not over 30 Gauges, not too useful	NO! Gauge selection depends on vehicle
Out-of-Vehicle Uses/Portable	YES! Rechargeable battery lets you take your Banks iQ anywhere	NO! No battery, so it's tied to the vehicle	NO! No battery, so it's tied to the vehicle	NO! No battery, so it's tied to the vehicle	NO! No battery, so it's tied to the vehicle	NO! No battery, so it's tied to the vehicle
Microsoft® Office Functions	YES! Microsoft® Office functions allow you to take your files on the road	NO! Not in its vocabulary and the screen is too small to view	NO! Nothing but some gauge features here	NO! Nothing but some gauge features here	NO! No signs of Microsoft® here	NO! Just gauges
Music Player	YES! Music player + portability + memory card = music nirvana	NO! It beeps... does that count?	NO! In its dreams	NO! Sure, you can listen to the sound... of silence	YES! You can only listen to music in the vehicle, not out of the vehicle	NO! Not capable
Video Player	YES! Video player + portability = traveling cinema	NO! no video player + no portability = no traveling cinema	NO! Even if it could, would you want to watch something on that tiny screen?	NO! Same (lack of) features as its little sister... no video	YES! Viewing enjoyment is diminished by small screen and lack of portability	NO! Not capable
Windows® CE	YES! Rock solid Windows® CE allows for expansion and use of other programs	NO! It's a one-trick pony-er, puppy	NO! No expandability	NO! No expandability	NO! No expandability	NO! Other programs? What's that?

Pre-Loaded Features — Entertainment Applications

Music

- Playback of MP3, WMA & WAV files
- Basic playback controls such as play, pause, stop, next and previous
- Playback includes repeat (repeat track/all/off), normal sequence
- Play list support

Photo Album

- Supports JPEG/BMP/PND format
- Implement operations, such as slide show, view, rotate, delete

Movie

- Supports MPEG-1, MP4, AVI, WMV, ASF, 3GP, and DivX format files
- Basic playback controls such as play, pause, stop, next and previous
- Switch between full screen and standard screen freely
- Play list support

E-Book Reader

- View text, books or documents saved in TXT format
- Supports ANSI, Unicode and UTF-8 coding formats

Games

- Choose from three pre-installed games: FreeCell, Connect or Solitaire
- Launch compatible Windows®CE game formats

Productivity Applications

Desktop

- Start and work with any of the pre-installed applications on your Banks iQ in a familiar environment
- Manage your files: load, save or delete

WordPad

- Use the stylus and virtual keyboard to type and save notes
- Open up Word documents, make and save changes

Excel Reader

- View stored documents created in Excel

Calculator

- Use the number pad to enter and perform mathematical calculations

Image Reader

- View and sort images stored on the device, micro SD card, or USB thumb drive (each sold separately)
- View images individually or as a slide show
- Rotate, cut, crop, adjust hue, change the brightness and resize your photos
- Save your changes

PDF Reader

- View documents stored as PDF files

PowerPoint Viewer

- View stored PowerPoint documents and presentations.

And this is only the beginning!

You'll always be able to run the latest software and download new programs as they become available making the Banks iQ the smart choice, both now and for the future!

“YEEEEEEEEEE-HAAAAAAA!”
Ken; Bossier City, Louisiana

WORK/TOW

Exclusive Features

Banks AutoRate®

Banks' powertrain management system, AutoRate dynamically adjusts the fuel calibration to a safe level for prevailing conditions. It contains:

- **Torque converter clutch lockup protection:** Safeguards the torque converter during initial engagement of the clutch
- **Transmission slip detection:** Intelligently learns your transmission gear ratios in order to detect slip (auto trans only)
- **Safe-range turbo calibration:** Prevents turbo overspeeding, keeping it in a safe range
- **Exhaust gas temperature limiting:** If required, fuel delivery is regulated to safeguard the engine (requires thermocouple)
- **Coolant temperature monitoring:** If coolant temps exceed the threshold, fuel delivery is regulated to safeguard the engine
- **Cold engine protection:** Safeguards engine components, gaskets and seals by gradually allowing added power as engine comes up to temperature

Banks ActiveSafety®

Anytime that outside electronics are introduced to the engine control electronics environment, it is important to know that the new parts are not going to have a negative effect on the existing parts. That means that the aftermarket electronics need to be designed in such a way as to never cause damage to the existing electronics, while also preventing interference with the existing signals regardless of the current operating conditions. Banks builds-in a suite of ActiveSafety features to safeguard all electronics involved:

- Software that monitors and diagnoses itself to ensure proper function
- Self-monitoring hardware that provides automatic bypass should something malfunction

Gain up to:
+100 hp
+235 lb-ft
At the Rear Wheels



Banks EconoMind Diesel Tuner is included with PowerPack and Stinger systems.

Banks EconoMind® DIESEL TUNER

The centerpiece of Banks PowerPack and Stinger engineered power systems, EconoMind is the premier diesel tuner specifically calibrated for working, towing and street use. It has six adjust-on-the-fly power levels. Stacked for Power, EconoMind tunes timing and fuel pressure—adding up to **+100 hp** and **+235 lb-ft** at the rear wheels—and even has a Fuel Economy mode. The unit watchdogs your powertrain and all the electronics involved with a host of built-in electronic safeguards.

- Includes Fuel Economy mode
- No smoke
- Calibrated for Towing/Work use



EconoMind

- Calibrated for towing or street use
- Change power levels at the twist of a knob
- Includes a fuel-economy mode
- Thermocouple included

ADDS UP TO:
+100 hp and +235 lb-ft
(with recommended airflow improvements)



EconoMind + Banks iQ

- Vehicle Command Center with ultimate custom tunability
- Calibrated for towing or street use
- Change power levels at the touch of the screen
- Includes a fuel-economy mode
- Includes thermocouple & full gauge capabilities

ADDS UP TO:
+100 hp and +235 lb-ft
(with recommended airflow improvements)

Gain up to:
+126 hp
+290 lb-ft
At the Rear Wheels



Banks Six-Gun Diesel Tuner is included with Banks' High-Performance Bundles and is also available separately.

Banks Six-Gun® DIESEL TUNER

Need a lot more power for high-performance, sport or racing? Get your hands on the Banks Six-Gun Diesel Tuner. For even greater power, grab a Speed-Loader®, too. Or for greater power plus unmatched flexibility, go with Six-Gun plus Banks iQ Vehicle Command Center. Now you've got gains up to **+126 hp** and **+290 lb-ft** at the rear wheels, and adjust-on-the-fly power levels. Six-Gun is Stacked for Power to tune timing and fuel pressure, and offers a suite of built-in electronic safeguards you won't find in any competitor's tuner!

- Highest proven horsepower & torque
- Set your own limits (with Banks iQ)
- Calibrated for Sport/Race use



Six-Gun

- Calibrated for high-performance, sport or racing use
- Change power levels at the twist of a knob
- Entry-level tuner option
- Upgradable to higher-level systems/options
- Thermocouple & pyrometer gauge recommended

ADDS UP TO:
+105 hp and +258 lb-ft
(with recommended airflow improvements)



Six-Gun + Speed-Loader

- Calibrated for high-performance, sport or racing use
- Change power levels at the twist of a knob
- Highest-proven horsepower & torque
- Upgradable to higher-level systems/options
- Thermocouple included (pyrometer gauge highly recommended)

ADDS UP TO:
+126 hp and +290 lb-ft
(with recommended airflow improvements)



Six-Gun + Banks iQ

- Calibrated for high-performance, sport or racing use
- Change power levels at the touch of the screen
- Highest-proven horsepower & torque
- Vehicle Command Center with ultimate custom tunability
- Includes thermocouple & full gauge capabilities

ADDS UP TO:
+126 hp and +290 lb-ft
(with recommended airflow improvements)

SPORT/RACE

“All I wanted to do was blow away my younger brother's Ford diesel...[Now] all I have to say is, holy #^*! When the Six-Gun is on Six, I can't keep the tires from spinning, and I don't mean power braking, either. This is step on the gas from a dead stop and seriously getting on it and just eating up Fords, Chevys, Mustangs, Camaros—you name it. My poor brother dropped his jaw when I just ate his little Ford diesel up. Thanks, Gale!”

Mike of Pueblo, Colorado

“The Six-Gun Tuner set on warp drive produces stellar numbers.”

Dirt Sports, Jan '06



Banks Bullet™ DIESEL TUNER

Banks' Bang-for-your-buck Power! This 2" gauge-mount entry-level tuner does a lot more than add hefty power to your diesel to make merging, passing, hill-climbing, towing and off-roading easier, safer, and a whole lot more fun. It gives you the power of flexibility. The power to adjust power levels (Stock, Tow, Sport) as you drive, by simply pushing a button. The power to know critical engine functions at a glance. And the power to choose which functions are displayed.

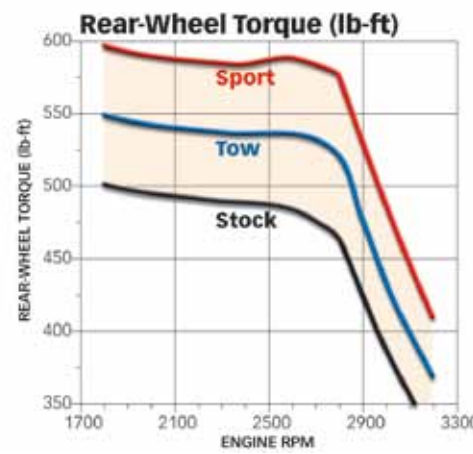
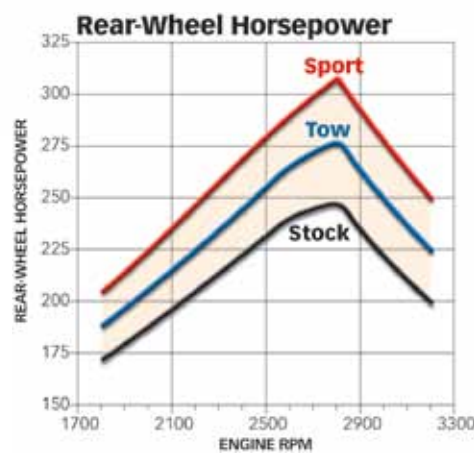


Displays:

- Boost
- Percent of Fuel Increase
- Self-Diagnostics
- Power Level
- EGT (Exhaust Gas Temp.) (optional)

ADDS UP TO:
+60 hp and +112 lb-ft
 (at the rear wheels; with recommended airflow improvements)

Banks Bullet has three adjust-on-the-fly power levels: Stock, Tow, & Sport. Tested on an '04 Dodge RAM 3500 Quad-cab 4wd, 4-speed 48RE auto transmission.



Various mounting options available; A-pillar mount shown

Exclusive Safety Features Included. Of course, since this is a Banks product, designed by world-class automotive engineers, it doesn't neglect safety. The optional thermocouple equips Banks Bullet with AutoRate® adjustable temperature limiting control. EGT limits can be set in 50° increments from 800-1500°, and a warning flashes when the limit is reached. A warning also alerts the driver of high boost levels (adjustable limits from 20 to 50 PSI in 1 PSI increments). The unit is designed to integrate seamlessly with the vehicle's electronics without interference. Installation is easy with complete step-by-step instructions. And it's backed by a 2-year warranty.

“Banks has earned a reputation in the truck world for making world-class products.”
 Off-Road.com



DynaFact® Gauges

Banks' exclusive electronic gauges offer precision that can't be matched by mechanical gauges. A quick glance at the needle position pinpoints the current reading, and indicates the trend in boost and exhaust gas temperature (EGT). Banks 0-50 psi DynaFact boost gauge monitors power and turbo performance, telling you how much turbo boost has improved. The pyrometer's electronic thermocouple tracks critical exhaust gas temperature. The pyrometer is color-coded. DynaFact gauges can be mounted under the dash or put at eye level with an optional pillar mount.



Dash-mount Instrument Consoles

- Easily mounts in storage tray location; no cutting, damaging or modifying the interior
- For installation in vehicles with no existing switches in storage tray location
- Matte black
- 3-gauge configuration only
- Gauges sold separately, or included with some Banks power systems



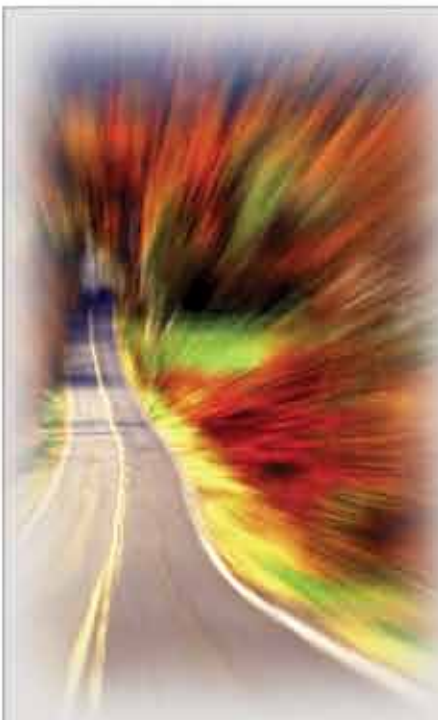
Overhead Console Pods

- Location and design allow for optimal gauge viewing
- Unique mounting, easy installation, no damaging or modifying the interior
- 2 or 3-gauge configurations
- Gauges sold separately



Pillar-mount Instrument Consoles

- Mounts on A-pillar
- Allows wires and tubes to be cleanly routed for finished look
- 2-gauge configuration with partial-pillar covers or 2-or-3 gauges with full-pillar cover for seamless, "built-in" appearance
- Optional provision for factory speaker
- Gauges sold separately



Engineered Brake and Transmission Upgrades For Slowing and Going

Your truck's wheel brakes are fine for lightly loaded cruising on the flatlands. But when you rely on them to handle a heavy load or a steep grade, you're flirting with disaster. Sustained use overheats braking surfaces. Drums or rotors can literally glow red hot, and composite linings break down, lubricating surfaces where you want friction. By the time you realize what's happening, it's too late.

And it's all downhill from there!

Downshifting won't help, either, because diesels lack the compression-braking characteristics of gasoline engines. That's why Banks Brake® exhaust braking system is such a desirable addition to a diesel pickup. It works by closing a large butterfly valve in the exhaust, which creates backpressure. The engine has to work to compress air against this restriction, which slows the truck. Banks Brake has the added benefit of promoting engine power when not in use.

Towing or hauling heavy loads isn't just tough on your brakes. It also puts a strain on your stock torque converter, which was engineered to do its job with little safety margin for added stresses. However, making it any stronger than absolutely necessary adds cost to a vehicle, and you know how the rest of that story goes. As a result, Banks engineers have also created the diesel-tough, slip-resistant Banks Billet Torque Converter, with more than twice the stock torque converter clutch capacity.



Banks Brake® EXHAUST BRAKE SYSTEM

Banks Brake produces higher, more sustained braking power than conventional exhaust brakes. Its exclusive electronic features improve operation and drivability, and the computerized brake control (CBC) module automatically senses throttle position, controls brake engagement and cuts out annoying brake noises. The fast warm-up function prolongs brake durability. Automated brake disengagement at low speed smooths stop-and-go driving. Built for years of trouble-free service, Banks Brake never needs adjustment.

(Fits all '03s, and '04 manual trans only)

The Brake with a Brain COMPUTERIZED BRAKE CONTROLLER (CBC)

To replace the commonly used idle-detection throttle switch that sticks, Banks invented a sophisticated sensor: Banks Computerized Brake Controller (patent pending). With this technological "brake-through," Banks Brake became the world's only electronically controlled exhaust brake. Not only does Banks CBC accurately sense throttle position, it provides a fast warm-up, and cycles Banks Brake at every cold start to prevent sticking. Perhaps most enjoyable is its ability to disengage Banks Brake below 15 mph, so there's no lag when you accelerate from slow speeds or a standstill.



Vibration-Resistant Mounting CRADLE-MOUNTED POWER UNIT

This fully pre-assembled module isolates pump vibrations, so all you hear in the cab is a gentle, reassuring "whoosh" as Banks Brake does its job. Banks Cradle-Mounted Power Unit is factory tested and calibrated for consistent performance from Day One, and never requires adjustment.



High-Tech Details BANKS BRAKE® HOUSING ASSEMBLY

Only Banks protects the pneumatic actuator from exposure to harsh extremes with a corrosion-impervious coating. Constructed of high chromium stainless steel, the shaft-and-bearing assembly can stand up to hot temperatures and keep the butterfly operating smoothly. Its spring-loaded seal keeps the shaft clean, so there's never any sticking from soot.

“I'm very impressed with the Banks CBC operation. The automatic warm-up feature is very cool. The overall operation and ease of installation was supreme. Banks has stepped up to the plate, and made another outstanding product improvement. Bravo!”

Jim of Bothell, WA



Banks Brake® Housing Assembly

- Giant butterfly valve with fixed orifice design provides highest pressure within Cummins' recommendation
- Large-bore housing promotes engine power
- High-chromium stainless steel assembly withstands heat and won't stick
- Spring-loaded shaft seal prevents soot contamination
- Fail-safe "default open" position prevents power loss
- Factory-tested and calibrated for consistent, reliable performance; never needs calibration
- Machined bead in casting prevents pressure leakage
- Timed valve-closure rate dramatically smooths brake engagement and disengagement
- Pneumatic actuator with protective high-tech coating
- Remote-mounted vent keeps actuator clean and dry
- Quickly installs—NO WELDING REQUIRED



Highly recommended for trucks with an automatic transmission

“Banks Brake and SmartLock work like a charm. It’s great to be able to take a long downgrade without ruining the seat of your Wranglers.”
 Anthony Keidis of St. Anthony, ID

Banks SmartLock® TRANS BRAKE

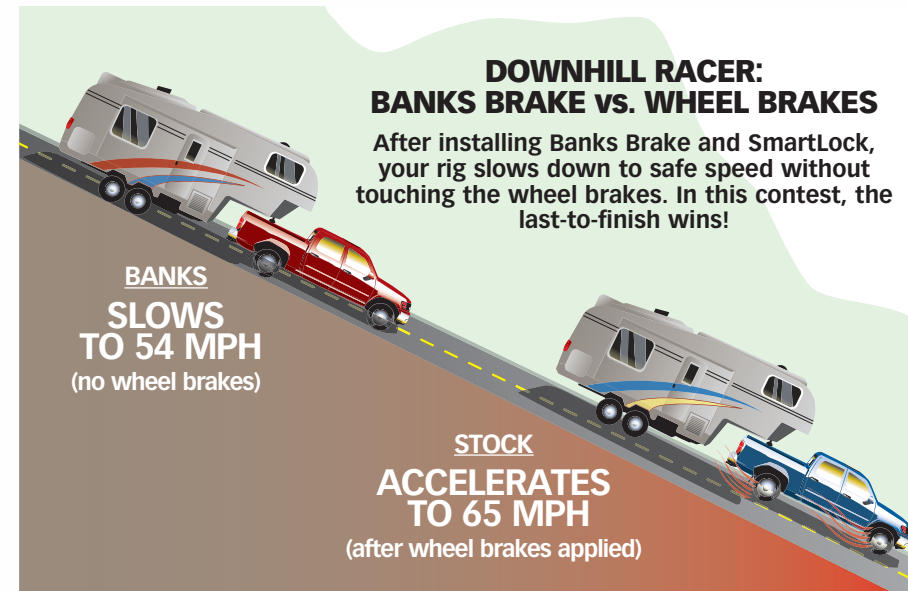
Your automatic’s torque converter is designed to get the truck moving, not to slow it down. Under exhaust brake operation, the torque converter absorbs some of the braking force and generates excess heat that transfers to the transmission. More heat = shorter transmission life.

By maintaining a cool and safe environment in heavy-duty conditions, Banks SmartLock prolongs the life of your automatic transmission. SmartLock electronically senses when to lock the torque converter and raise transmission-line pressure, providing a solid connection, eliminating slippage, and keeping the transmission fluid cool. Less heat = longer transmission life. Easy install! (Fits ‘03-04 235/250/305-hp vehicles only)

“The real test was in the Rocky Mountains. We exited Eisenhower Tunnel at 11,500 elevation and started down a 12-mile, 6-7% grade. Before it took 12-15 minutes of brake mashing. This time I just shifted out of overdrive, left it in drive and Banks Brake and SmartLock kept a steady 55 mph all the way to the bottom of the hill. Didn’t touch the brakes once.

Since a brake job for my truck is over \$500 and one on the trailer over \$300, and figuring I cross the Rockies 10 times a year, as far as I’m concerned Banks Brake and SmartLock have already paid for themselves. This doesn’t even take into consideration the safety aspect. I am very happy and already plan my next Banks purchase.”

Tom of Springfield, TN



DOWNHILL RACER: BANKS BRAKE vs. WHEEL BRAKES

After installing Banks Brake and SmartLock, your rig slows down to safe speed without touching the wheel brakes. In this contest, the last-to-finish wins!

BANKS SLOWS TO 54 MPH (no wheel brakes)

STOCK ACCELERATES TO 65 MPH (after wheel brakes applied)

Test Results STOCK vs. BANKS BRAKE and SMARTLOCK

The Banks engineers conducted braking comparison tests on a 5-mile stretch of Interstate 5, famously dubbed “the Grapevine” by big-rig drivers who crawl its long, 6% (steep) downgrade into Southern California. To establish a stock baseline, initial runs of the truck-and-trailer combination were conducted with Banks Brake in “off” mode and SmartLock disengaged. Cresting the Grapevine at 60 mph, they descended in 3rd gear, with overdrive turned off.

Without using the wheel brakes, the truck and its load quickly accelerated to an excessive speed. To avoid calamity, the wheel brakes were applied, and 65 mph was maintained for the remainder of the run with constant brake application. With the trailer behind it, the stock truck clearly required heavy use of the wheel brakes to prevent runaway speed.

In addition, the transmission fluid temperature rose 11%, exposing the automatic transmission to additional heat that diminishes its durability.

With Banks Brake and SmartLock engaged, the engineers repeated the test. Beginning the descent at 60 mph in 3rd gear, Banks Brake’s effectiveness was immediate and notable. Without lurching, the truck’s speed eased back to a comfortable 54 mph. Without touching the wheel brakes, the Banks-equipped Dodge led its trailer safely down the hill as it held 54 mph. All along, Banks Brake was nearly silent, with only a soft whooshing sound audible inside the cab while engaged.

SmartLock lived up to its role as automatic transmission protector. The transmission fluid temperature did not rise, and Banks Brake performed optimally.

“As usual, the Banks equipment operates as advertised. Banks Brake works flawlessly, and never sticks. There is a slight delay between the time you lift off the accelerator and the time the brake kicks in. That slight delay allows the brake to be much more drivable, and does not have the “on/off” feel of the Pac Brake.”
 Stuart of San Jose, CA

“I’ve noticed a couple of immediate consequences. The system makes you much more aware of the terrain and how much room there is to stop or slow down. But most important, I find I don’t use the service brakes nearly as often, especially as I previously did where ‘riding’ the brakes tended to increase wear and shorten service life. The truck is much more throttle responsive, too.”

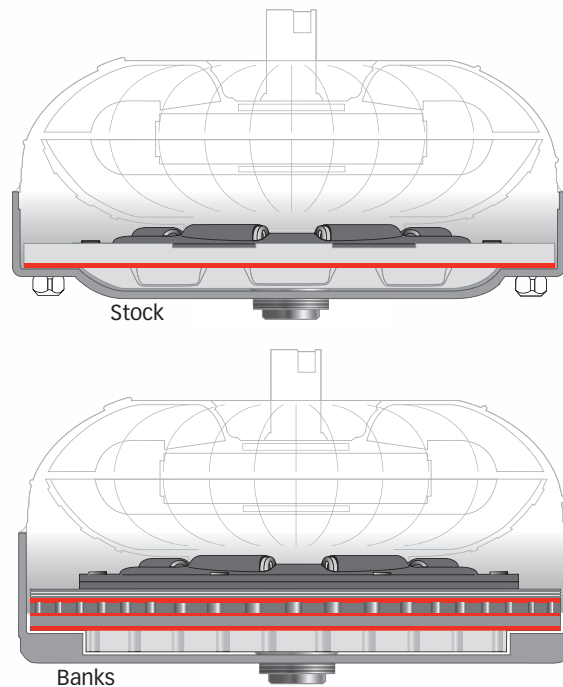
Off-Road Adventures Magazine

Off-Road Adventures

“It was a snap for me to install the Monster Exhaust and Banks Brake on my Cummins-powered Dodge. I can’t believe the difference in the way this truck runs. Friends who were impressed with it stock now compare it to the muscle cars of our youth. And with all this go, comes whoa. Banks Brake saves the brakes when stopping our brick of a camper. Thanks to all of you at Banks for being so exacting in your engineering and quality control.”
 Christopher of Oakville, CT



More friction is better when it comes to preventing clutch slippage. Compare the stock torque converter's single friction surface to the Banks solution: a multi-disc torque converter clutch with **three** friction surfaces that stand up to the biggest torque demands without complaining.



Slip-Resistant MULTI-DISC TORQUE CONVERTER CLUTCH

When towing or hauling a heavy load, the stock torque converter can slip while in lockup mode, causing excessive lockup clutch wear and transmission heat. Banks' heavy-duty, multi-disc torque converter clutch with its maximum contact area synchronizes with the forged-steel billet front cover to maintain tight contact without slipping or flexing, greatly improving holding power. As a result, the Banks Billet Torque Converter provides more than twice the stock torque converter clutch capacity—1600 lb-ft vs. 700 lb-ft. Other benefits include cooler transmission fluid temperatures and longer transmission life.

Banks Billet™ TORQUE CONVERTER

In vehicles with automatic transmissions, a torque converter is a device that transfers power from the engine to the transmission. While your transmission is fine under normal conditions, hauling a heavy load or making frequent use of power modifications exceeds the design limitations of your stock torque converter. It becomes the weak link that can cause slippage, surging, poor braking, transmission shudder and excessive heat.

The heavy-duty Banks Billet Torque Converter improves on the stock unit inside and out for optimal automatic transmission performance in Cummins pickups.

“Banks Engineering makes excellent products. The torque converter with the larger lockup clutch surface has no slippage and my fluid temp is lower. I'm a happy customer.”

Richard of Palestine, TX

Hardened Turbine Hub

The factory-riveted hub shifts and wears out. Banks' redesigned hub is furnace-brazed, not welded, for reinforcement, and has hardened splines to stand up to the punishment when power transfers from the converter to the transmission's input shaft.

Hardened Pump Drive

Integral to the back cover, which doubles as a centrifugal pump, is a pump drive hub that mates to the transmission. In stock form, this area tends to chip and crack. Banks solves the problem with a hardened pump drive made of 4130 chrome-moly steel to withstand massive torque. Finally, the complete torque converter is pressure-tested to assure perfect sealing.



Stock

Banks

Furnace-Brazed Turbine

To hold the turbine fins in place, the sheet metal tabs on the stock torque converter are simply folded through slots in the outer shell. This leaves gaps that are prone to leakage, loosening and wear. The typical aftermarket solution is to weld the tabs, but because this causes uneven heating on the turbine shell, warpage can result. Banks improves the design by furnace-brazing the fins solidly onto the turbine shell to form an integral piece and reinforcing the mounting of the turbine hub to the turbine shell. This seals up the flow path so trans fluid won't leak in the openings and cause unwanted heating. Banks also optimizes the turbine design to properly match the 5.9L Cummins torque band for maximum performance.



Stock

Banks

Indestructible Forged-Steel Billet Front Cover

The stock cover is stamped from low-carbon steel that tends to warp. Banks' thick, single-piece cover is CNC-machined from forged steel. Forging gives the cover tremendous strength in all directions, so even under extreme force and heat, it remains uniformly flat—no flexing whatsoever. Don't be fooled by inferior covers that go by the name "billet." Simply welding a disc or ring to the sidewall doesn't make it a billet cover.



Stock (Phenolic washer)

Banks (Torrington bearing)

Torrington Bearing

The stock torque converter uses a plastic (or phenolic) washer to support the stator against the turbine. This washer is subject to heat and begins to deteriorate anytime the fluid temperature is high. The Torrington bearing (basically a sealed roller bearing) will withstand higher heat and is much more durable.



Systems for Work or Play

Banks gives you the best of both worlds: astonishing power and the power of choice. Whether you're looking for a performance boost for your daily driving, daily hauling, weekend towing or tire-scorching off-road-racing needs, look no further than Banks. As you can see from the chart below, Banks offers choices in both categories of engineered power systems, depending on your needs and budget. No matter which system you choose, rest assured you'll be getting industry's best diesel tuning combined with comprehensive airflow upgrades. All components are engineered to work together to optimize the performance, efficiency and durability of all the other system components.

“To build continuous usable power takes an engineered system—and I don't mean a grab-bag of parts thrown together. I mean an engineered, dyno-tested, complete system where each component works together for maximum horsepower and torque gains.”

Speedway Illustrated Magazine



	Stinger® System	Power Pack® System	Six-Gun® Bundle	Big Boss® Bundle
Best horsepower gain (measured at rear wheels)	+75 hp	+100 hp	+126 hp	+126 hp
Best torque gain (measured at rear wheels)	+175 lb-ft	+235 lb-ft	+290 lb-ft	+290 lb-ft
Truck usage	Towing/Work	Towing/Work	Sport/Race	Sport/Race
Improves engine efficiency, durability & mileage	✓	✓	✓	✓
Fuel calibrated to matched airflow improvements	✓	✓		
Fuel calibration tuned for sport			✓	✓
Engineered power-and-performance package (level)	Mid-level	Top-level	Mid-level	Top-level
Upgradable to Banks' higher-level systems	✓		✓	

All power gains measured at the rear wheels

“What I wanted was a complete system that wouldn't toast my new truck. That narrowed things down. Among the few companies that offered tuning combined with airflow, only Banks offered a system in which all the components are engineered to work together.”

Sportsman's Gear Magazine



How Banks Proves Its Performance Setting the standards in aftermarket testing

When it comes to testing products, there's the easy way, and then there's the Banks way. The Banks methodology of testing is as grueling as it is time-consuming. Instead of settling for some quick and unrealistically high power numbers from a simple acceleration dyno test and then pronouncing the product ready for sale, Banks makes its products prove their mettle in a variety of sustained tests under some pretty extreme conditions. Conditions above and beyond what most truck owners would ever put their vehicle through. The result is products that can easily stand up to real-world punishment.

Of course, all of the testing in the world wouldn't mean much without the right equipment to do the job. That's why Banks engineers use electronic data acquisition equipment that's on par with the apparatus used by the major automotive manufacturers. Banks' cutting-edge testing is well-known in the automotive industry. In fact, Banks provides data acquisition and engineering expertise to business associates such as DaimlerChrysler, Bosch and Cummins!



More than 30 engineers and technicians take on massive amounts of research and testing to bring each Banks product to fruition. From engine dyno tests, to chassis-dyno tests to on-the-road performance tests, the Engineering department eats, breathes and sleeps power optimization.



Gain up to:
+75 hp
+175 lb-ft
At the Rear Wheels

Stinger® System

Bolt-on a Stinger system and your Cummins will be rarin' to go! Banks' affordable Stinger gives your truck plenty of muscle for towing, hauling heavy loads and for everyday street driving, and includes intake, turbo and exhaust upgrades so your engine will keep its cool in the process. Stinger adds rear-wheel gains of up to **+75 hp** and **+175 lb-ft**, improves engine longevity, and stretches your fuel dollar with its exclusive Fuel Economy mode!

“ Thanks for such a great product. Last week I was taking a friend fishing with me and he asked why I never took my truck out of overdrive to tow my boat. I had never thought of it. Because since I got the boat, it had never put enough strain on the truck to require me to even think about turning off the overdrive. ”
Louis of Fayetteville, North Carolina

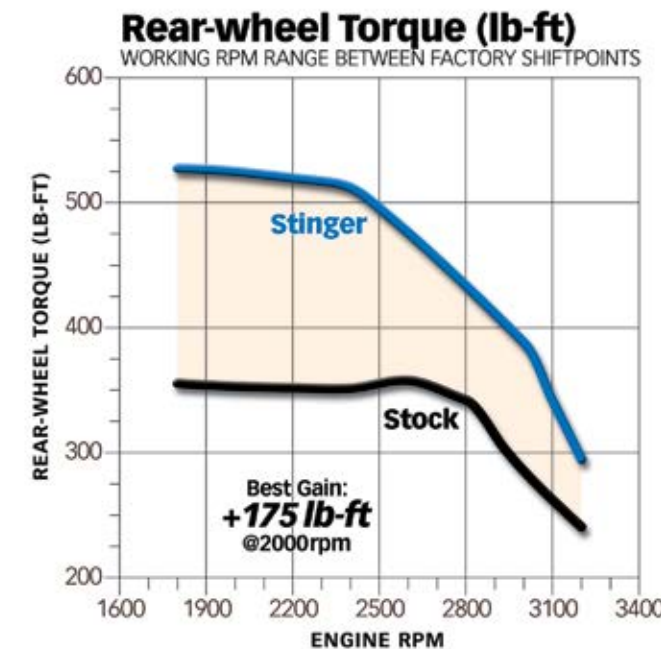
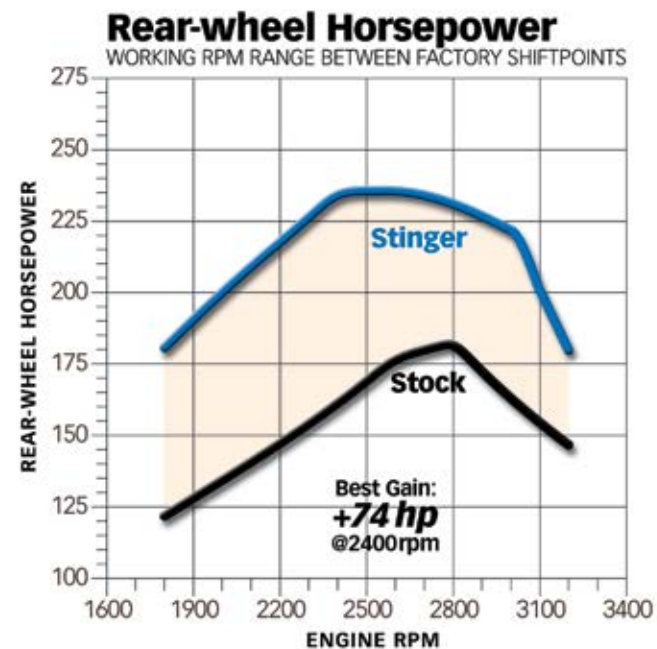
INCLUDES:

- Banks Ram-Air cold-air intake system with reusable filter
- EconoMind Diesel Tuner with Banks iQ Dashboard PC
- BigHead wastegate actuator*
- Polished stainless-steel, 4" straight-through Monster muffler with an exclusive internal expansion chamber
- Stainless 4" constant-diameter Monster exhaust with turbine outlet pipe,* intermediate pipe(s) and tailpipe (or new Diesel Duals Monster exhaust)
- Huge, polished-stainless rolled-edge tailpipe tip(s)
- Comprehensive Owner's Installation Manual

*Banks Monster turbine outlet pipe and BigHead wastegate not required with 325-hp rated vehicles

235-hp Stock vs. Stinger System

Test Vehicle | 2003 DODGE RAM 3500 QUAD-CAB 2WD PICKUP, DUAL REAR WHEELS, with 4-SPEED 47RE AUTOMATIC TRANS



Data Summary (235-hp)	Stock Truck	Banks Stinger System
Rear-wheel Horsepower, Best gain	160.9 hp @2400 rpm	235.5 hp @2400 rpm +74.6 hp 46% more
Rear-wheel Torque, Best gain	353.2 lb-ft @2000 rpm	527.8 lb-ft @2000 rpm +174.6 lb-ft 49% more
Rear-wheel Horsepower, Peak-to-peak	182.8 hp @2800 rpm	236.0 hp @2600 rpm +53.2 hp 29% more
Rear-wheel Torque, Peak-to-peak	358.3 lb-ft @2600 rpm	528.1 lb-ft @1800 rpm +169.8 lb-ft 47% more
Acceleration: 0-60 mph (Towing, 23,000 lbs. combined weight)	30.88 secs	20.92 secs -9.96 secs 32% quicker
Acceleration: 40-60 mph (Towing, 23,000 lbs. combined weight)	15.87 secs	10.01 secs -5.86 secs 37% quicker
Hill climb Speed, 6% Grade	45 mph (3rd gear)	50 mph (3rd gear) +5 mph 11% faster
Fuel Economy	11.29 mpg	12.07 mpg +0.78 mpg 7% better

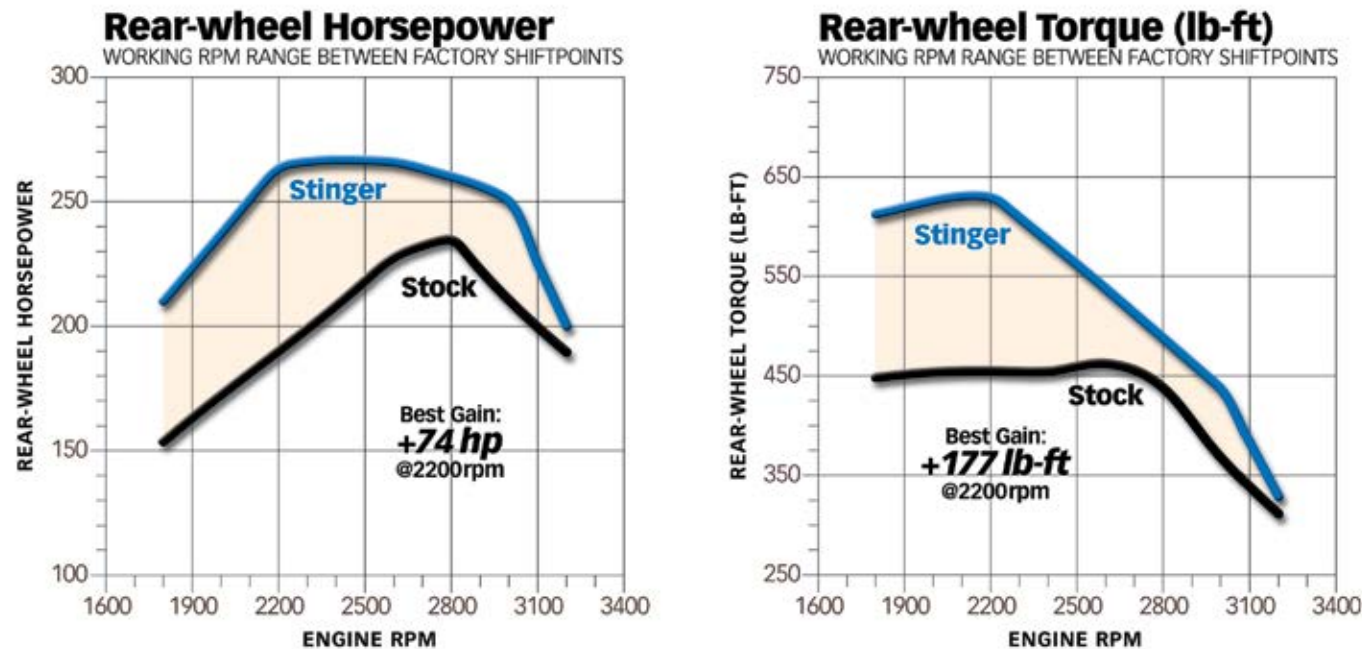
“ Banks has earned a reputation in the truck world for making world class products. ”
Off-Road Magazine



TEST RESULTS

305-hp Stock vs. Banks Stinger System

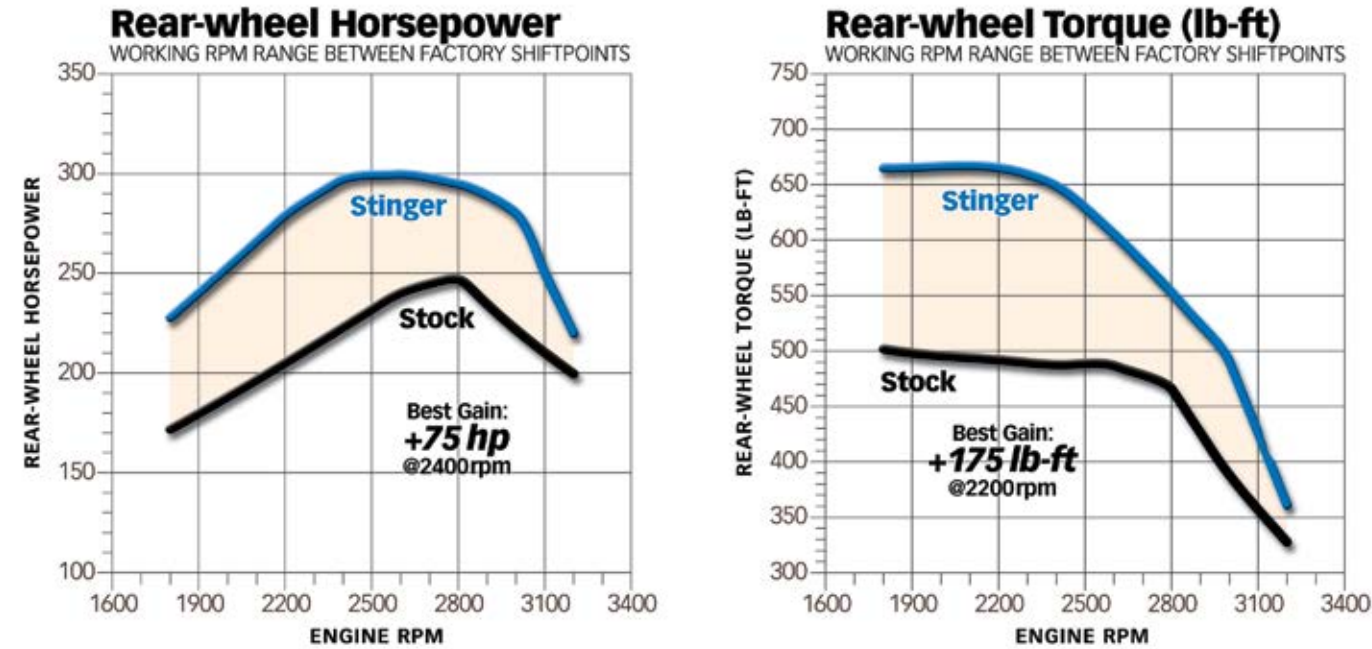
Test Vehicle | 2004 DODGE RAM 3500 QUAD-CAB 2WD PICKUP, DUAL REAR WHEELS, with 4-SPEED 48RE AUTOMATIC TRANS



Data Summary (305-hp)	Stock Truck	Banks Stinger System	
Rear-wheel Horsepower, Best gain	190.5 hp @2200 rpm	265.0 hp @2200 rpm	+74.5 hp 39% more
Rear-wheel Torque, Best gain	454.8 lb-ft @2200 rpm	632.6 lb-ft @2200 rpm	+177.8 lb-ft 39% more
Rear-wheel Horsepower, Peak-to-peak	235.8 hp @2800 rpm	267.0 hp @2400 rpm	+31.2 hp 13% more
Rear-wheel Torque, Peak-to-peak	462.2 lb-ft @2600 rpm	632.6 lb-ft @2200 rpm	+170.4 lb-ft 37% more
Acceleration: 0-60 mph (Towing, 23,000 lbs. combined weight)	28.95 secs	20.81 secs	-8.14 secs 28% quicker
Acceleration: 40-60 mph (Towing, 23,000 lbs. combined weight)	14.88 secs	9.89 secs	-4.99 secs 34% quicker
Hill climb Speed, 6% Grade	45 mph (3rd gear)	51 mph (3rd gear)	+6 mph 13% faster
Fuel Economy	11.88 mpg	12.76 mpg	+0.88 mpg 7% better

325-hp Stock vs. Banks Stinger System

Test Vehicle | 2004 DODGE RAM 3500 QUAD-CAB 4WD PICKUP with 4-SPEED 48RE AUTOMATIC TRANS



Data Summary (325-hp)	Stock Truck	Banks Stinger System	
Rear-wheel Horsepower, Best gain	223.0 hp @2400 rpm	298.0 hp @2400 rpm	+75.0 hp 34% more
Rear-wheel Torque, Best gain	492.0 lb-ft @2200 rpm	667.2 lb-ft @2200 rpm	+175.2 lb-ft 36% more
Rear-wheel Horsepower, Peak-to-peak	248.5 hp @2800 rpm	300.0 hp @2600 rpm	+51.5 hp 21% more
Rear-wheel Torque, Peak-to-peak	501.9 lb-ft @1800 rpm	667.2 lb-ft @2200 rpm	+165.3 lb-ft 33% more
Acceleration: 0-60 mph (Towing, 23,000 lbs. combined weight)	27.75 secs	18.72 secs	-9.03 secs 33% quicker
Acceleration: 40-60 mph (Towing, 23,000 lbs. combined weight)	14.26 secs	8.74 secs	-5.52 secs 39% quicker
Hill climb Speed, 6% Grade	48 mph (3rd gear)	54 mph (3rd gear)	+6 mph 13% faster
Fuel Economy	11.60 mpg	12.43 mpg	+0.83 mpg 7% better

WORK/TOW



Gain up to:
+100 hp
+235 lb-ft
At the Rear Wheels

PowerPack® System

Banks PowerPack engineered power system has everything you get with Stinger, plus a very *cool* bonus: the Techni-Cooler intercooler system, which is superior in every way to the stock unit. Techni-Cooler adds cool, dense air to your engine, which results in greater power, improved durability and lower exhaust gas temps (EGTs). With PowerPack, you can haul big loads all day long without sweating about EGTs. Heck, with rear-wheel gains of up to **+100 hp** and **+235 lb-ft**, you could even get a speeding ticket doing it!

“This product is awesome!!! You can tell that Banks has put a lot of engineering in their products. It doesn't seem like the same truck. The power increase is unbelievable. I would highly recommend Banks Power to everyone that has a diesel. A+++++++!!!!”
Michael of Russellville, Arkansas

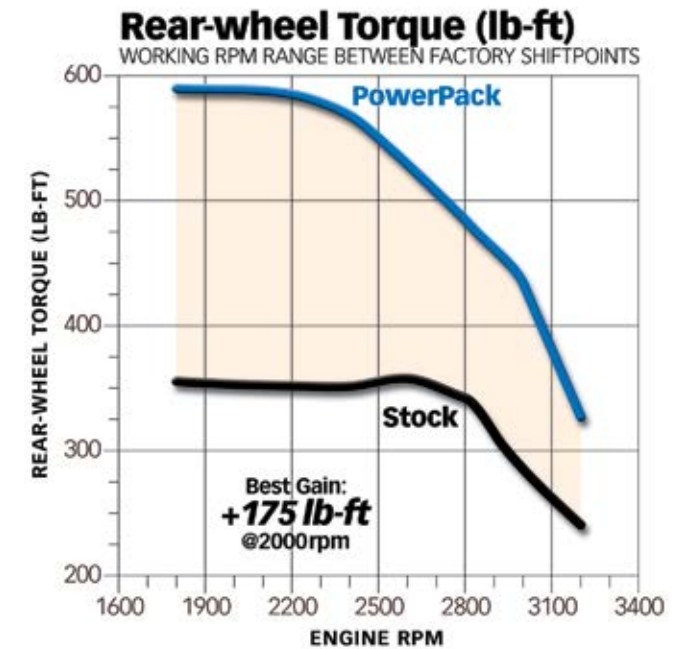
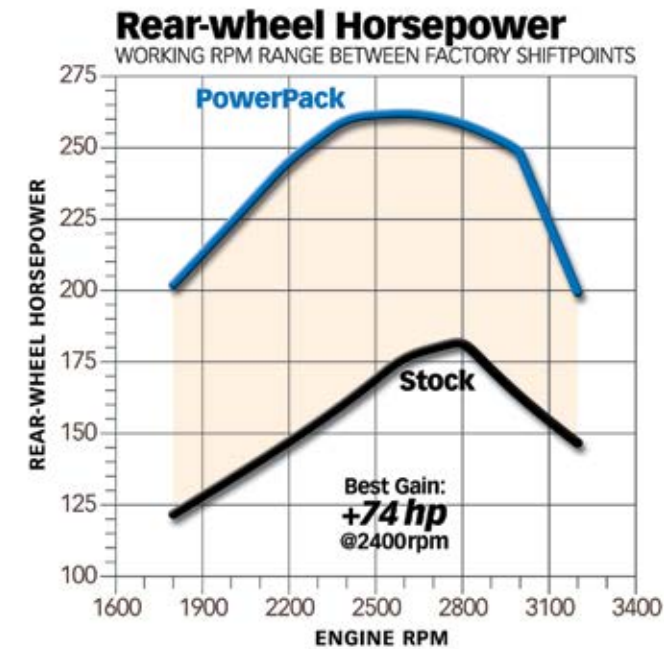
INCLUDES:

- Banks Techni-Cooler intercooler system with big 3 1/2" boost tubes and High-Ram intake
- Banks Ram-Air cold-air intake system with reusable filter
- EconoMind Diesel Tuner with Banks iQ Dashboard PC
- BigHead wastegate actuator*
- Polished stainless-steel, 4" straight-through Monster muffler with an exclusive internal expansion chamber
- Stainless 4" constant-diameter Monster exhaust with turbine outlet pipe,* intermediate pipe(s) and tailpipe (or new Diesel Duals Monster exhaust)
- Huge, polished stainless-steel rolled-edge tailpipe tip(s)
- Comprehensive Owner's Installation Manual

*Banks Monster turbine outlet pipe and BigHead wastegate not required with 325-hp rated vehicles

235-hp Stock vs. PowerPack System

Test Vehicle | 2003 DODGE RAM 3500 QUAD-CAB 2WD PICKUP, DUAL REAR WHEELS, with 4-SPEED 47RE AUTOMATIC TRANS



Data Summary (235-hp)	Stock Truck	Banks PowerPack System	
Rear-wheel Horsepower, Best gain	160.9 hp @2400 rpm	261.0 hp @2400 rpm	+100.1 hp 62% more
Rear-wheel Torque, Best gain	353.2 lb-ft @2000 rpm	588.0 lb-ft @2000 rpm	+234.8 lb-ft 67% more
Rear-wheel Horsepower, Peak-to-peak	182.8 hp @2800 rpm	262.4 hp @2600 rpm	+79.6 hp 44% more
Rear-wheel Torque, Peak-to-peak	358.3 lb-ft @2600 rpm	590.6 lb-ft @1800 rpm	+232.3 lb-ft 65% more
Acceleration: 0-60 mph (Towing, 23,000 lbs. combined weight)	30.88 secs	18.56 secs	-12.32 secs 40% quicker
Acceleration: 40-60 mph (Towing, 23,000 lbs. combined weight)	15.87 secs	8.48 secs	-7.39 secs 47% quicker
Hill climb Speed, 6% Grade	45 mph (3rd gear)	57 mph (4th gear)	+12 mph 27% faster
Fuel Economy	11.29 mpg	12.41 mpg	+1.12 mpg 10% better

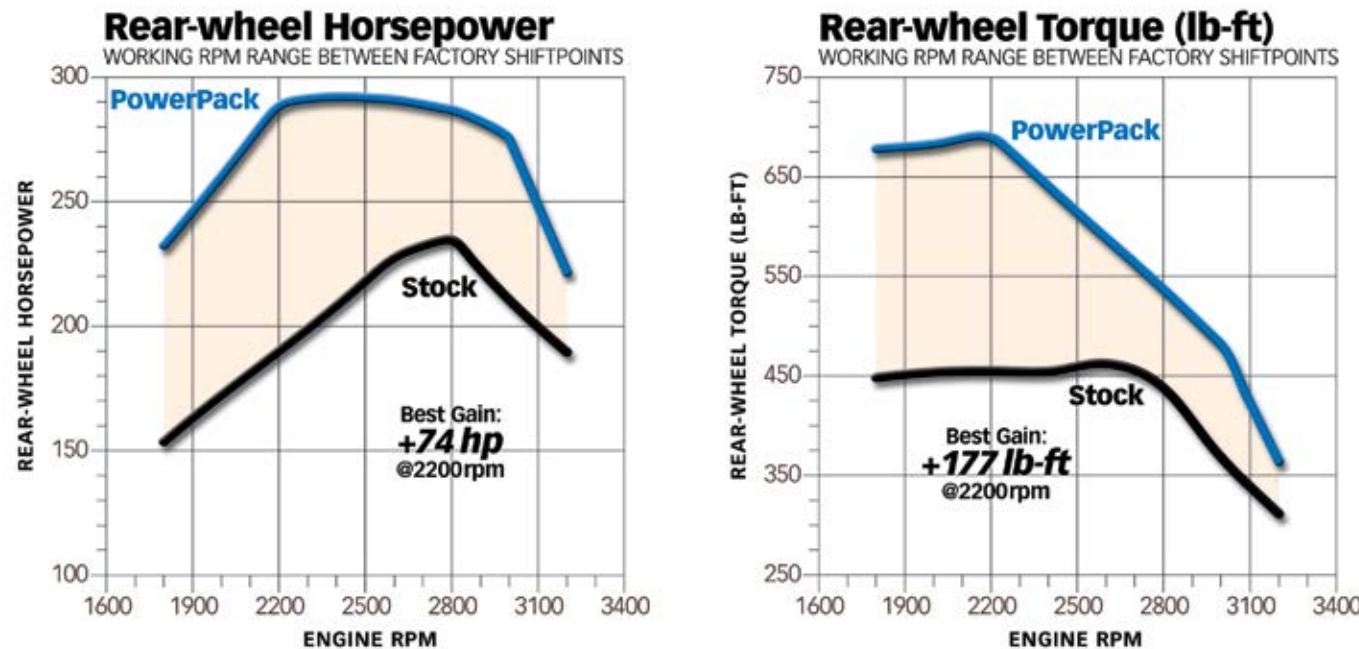
“Banks components produce more power with less smoke and lower EGTs.”

Speedway Illustrated Magazine **Speedway**

TEST RESULTS

305-hp Stock vs. PowerPack System

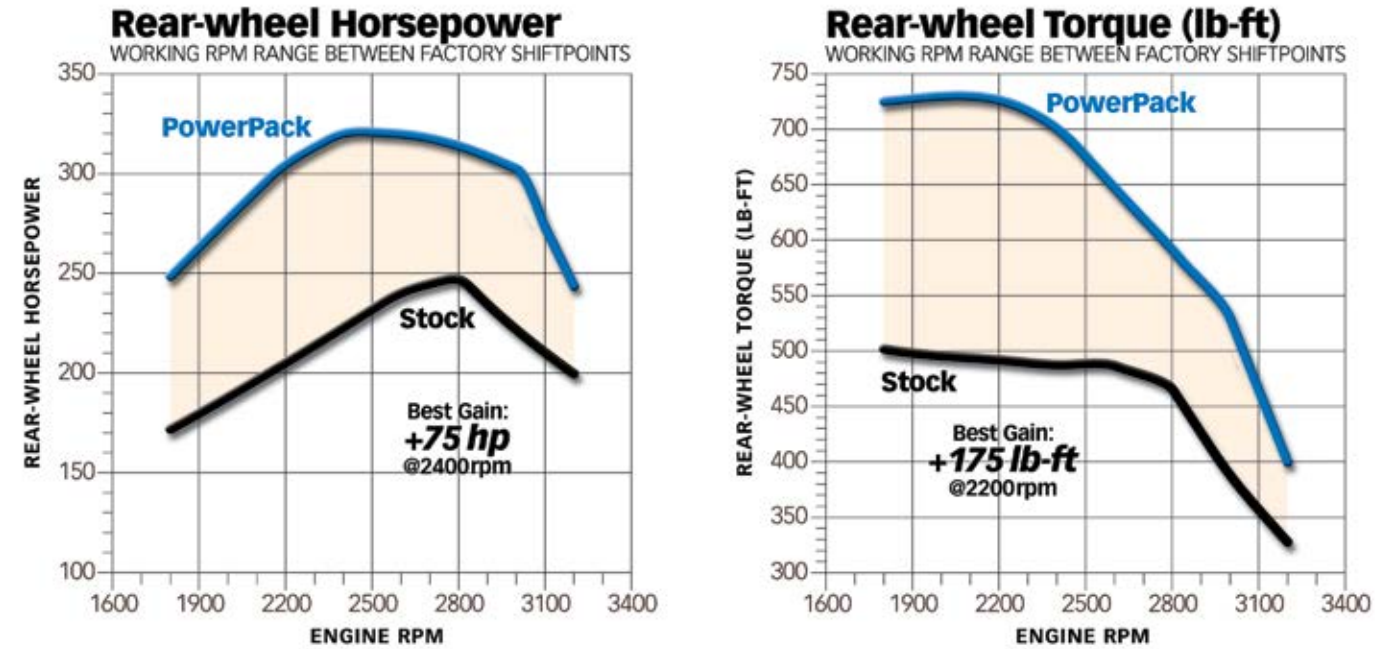
Test Vehicle | 2004 DODGE RAM 3500 QUAD-CAB 2WD PICKUP, DUAL REAR WHEELS, with 4-SPEED 48RE AUTOMATIC TRANS



Data Summary (305-hp)	Stock Truck	Banks PowerPack System	
Rear-wheel Horsepower, Best gain	190.5 hp @2200 rpm	290.0 hp @2200 rpm	+99.5 hp 52% more
Rear-wheel Torque, Best gain	454.8 lb-ft @2200 rpm	692.3 lb-ft @2200 rpm	+237.5 lb-ft 52% more
Rear-wheel Horsepower, Peak-to-peak	235.8 hp @2800 rpm	292.5 hp @2400 rpm	+56.7 hp 24% more
Rear-wheel Torque, Peak-to-peak	462.2 lb-ft @2600 rpm	692.3 lb-ft @2200 rpm	+230.1 lb-ft 50% more
Acceleration: 0-60 mph (Towing, 23,000 lbs. combined weight)	28.95 secs	18.07 secs	-10.88 secs 38% quicker
Acceleration: 40-60 mph (Towing, 23,000 lbs. combined weight)	14.88 secs	8.21 secs	-6.67 secs 45% quicker
Hill climb Speed, 6% Grade	45 mph (3rd gear)	58 mph (4th gear)	+13 mph 29% faster
Fuel Economy	11.88 mpg	13.09 mpg	+1.21 mpg 10% better

325-hp Stock vs. PowerPack System

Test Vehicle | 2004 DODGE RAM 3500 QUAD-CAB 4WD PICKUP with 4-SPEED 48RE AUTOMATIC TRANS



Data Summary (325-hp)	Stock Truck	Banks PowerPack System	
Rear-wheel Horsepower, Best gain	206.1 hp @2200 rpm	305.6 hp @2200 rpm	+99.5 hp 48% more
Rear-wheel Torque, Best gain	492.0 lb-ft @2200 rpm	729.6 lb-ft @2200 rpm	+237.6 lb-ft 48% more
Rear-wheel Horsepower, Peak-to-peak	248.5 hp @2800 rpm	321.6 hp @2400 rpm	+73.1 hp 29% more
Rear-wheel Torque, Peak-to-peak	501.9 lb-ft @1800 rpm	730.0 lb-ft @2000 rpm	+228.1 lb-ft 45% more
Acceleration: 0-60 mph (Towing, 23,000 lbs. combined weight)	27.75 secs	16.84 secs	-10.91 secs 39% quicker
Acceleration: 40-60 mph (Towing, 23,000 lbs. combined weight)	14.26 secs	7.58 secs	-6.68 secs 47% quicker
Hill climb Speed, 6% Grade	48 mph (3rd gear)	58 mph (4th gear)	+10 mph 21% faster
Fuel Economy	11.60 mpg	12.81 mpg	+1.21 mpg 10% better

“Not all of us want to smoke our diesel's tires from stoplight to stoplight. Some of us actually use our trucks for work and play...”

The Banks PowerPack for the Cummins would be perfect since it's designed to deliver improvements in airflow and fuel delivery. The Power Pack is a comprehensive collection of Banks upgrades that work in unison to produce solid power gains, improved drivability and the longevity diesel owners are looking for.”

Diesel World **DIESEL WORLD**

Gain up to:
+126 hp
+290 lb-ft
At the Rear Wheels



Six-Gun® Bundle

When you want to go racing with more than just temporary “flash” power, consider Banks Six-Gun Bundle. It’s a complete engineered system with the exhilarating power and functionality of the Six-Gun Diesel Tuner and Banks iQ Vehicle Command Center (up to **+126 hp** and **+290 lb-ft** at the rear wheels) matched with an army of intake, turbo and exhaust upgrades to ramp-up airflow and keep exhaust gas temps in check. Now you’ll run faster and longer! Compared to a tuner alone, Six-Gun Bundle adds up to **30 more hp & 50 more lb-ft torque at any EGT!**

“It is unbelievable the difference the Banks Products have made in my truck. I can’t get over the power change. I smoked my first Mustang GT, well up to 105 MPH—not bad for a big Dodge RAM 2500 Quad Cab 4X4. The installation was very easy on all the equipment, I had no trouble at all. I had done months of research before making a decision; Banks was my only option. Banks far exceeds all other competitors in quality, price and performance. Thanks Again To Everyone.”

Mark of Akron, Ohio

INCLUDES:

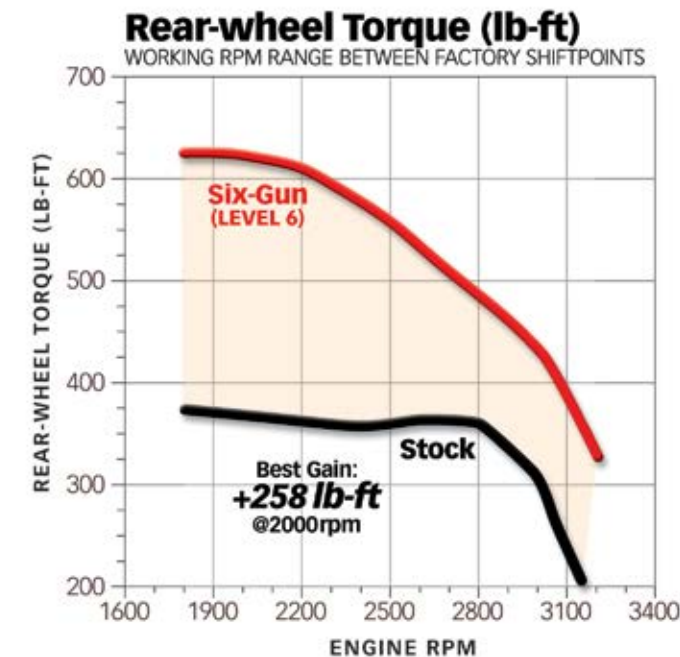
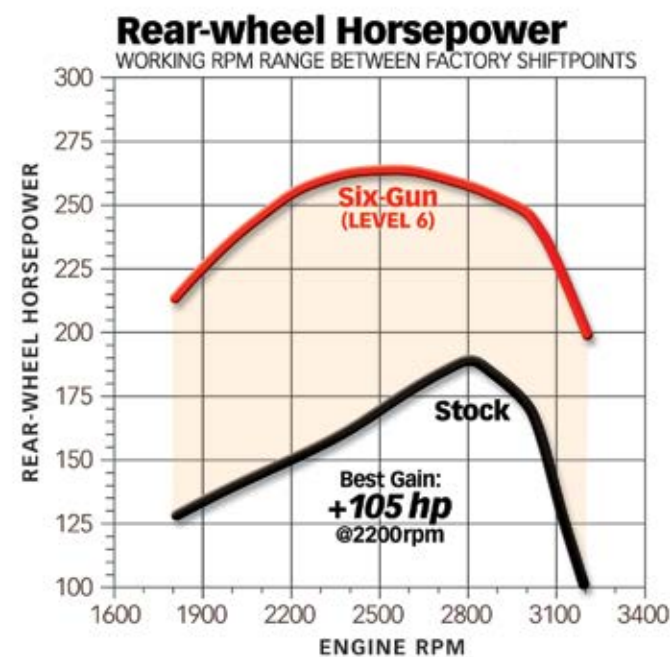
- Banks Ram-Air cold-air intake system with reusable filter
- Six-Gun Diesel Tuner with Banks iQ Dashboard PC
- BigHead wastegate actuator**
- Polished stainless-steel, 4” straight-through Monster muffer with an exclusive internal expansion chamber
- Stainless 4” constant-diameter Monster exhaust with turbine outlet pipe,** intermediate pipe(s) and tailpipe (or new Diesel Duals Monster exhaust)
- Huge, polished-stainless rolled-edge tailpipe tip(s)
- Comprehensive Owner’s Installation Manual

*Note: Six-Gun & Speed-Loader/Banks iQ are recommended for off-road/racing use only. Not legal for on-highway use in California.

**Banks Monster turbine outlet pipe and BigHead wastegate not required with 325-hp rated vehicles

235-hp Stock vs. Banks Six-Gun Bundle

Test Vehicle | 2003 DODGE RAM 3500 QUAD-CAB 2WD PICKUP, DUAL REAR WHEELS, with 4-SPEED 47RE AUTOMATIC TRANS



Data Summary (235-hp)	Stock Truck	Banks Six-Gun Bundle	Gain
Rear-wheel Horsepower, Best gain	147.7 hp @2200 rpm	252.5 hp @2200 rpm	+104.8 hp 71% more
Rear-wheel Torque, Best gain	353.3 lb-ft @2000 rpm	611.0 lb-ft @2000 rpm	+257.7 lb-ft 73% more
Rear-wheel Horsepower, Peak-to-peak	182.8 hp @2800 rpm	263.7 hp @2400 rpm	+80.9 hp 44% more
Rear-wheel Torque, Peak-to-peak	358.3 lb-ft @2600 rpm	611.4 lb-ft @1800 rpm	+253.1 lb-ft 71% more
Acceleration, time: 1/8 mile	13.92 secs	11.62 secs	-2.30 secs 17% quicker
Acceleration, time: 1/4 mile	20.86 secs	17.92 secs	-2.94 secs 14% quicker
Acceleration, speed: 1/4 mile	70.4 mph	77.6 mph	+7.2 mph 10% faster
Acceleration: 1/4 mile truck lengths over stock (Note: 1 truck length = 20 ft)	—	—	14.3 truck lengths
Acceleration, time: 0-60 mph	15.04 secs	10.05 secs	-4.99 secs 33% quicker

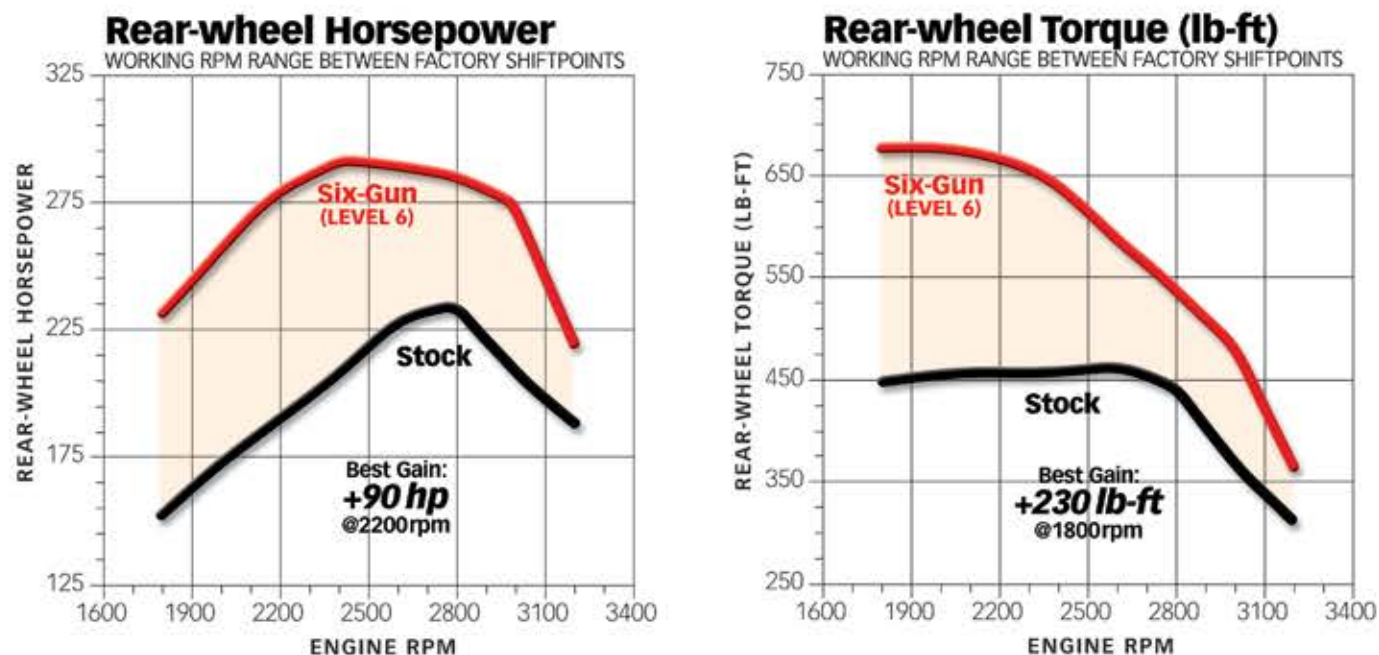
*Note: Six-Gun & Speed-Loader/Banks iQ are recommended for off-road/racing use only. Not legal for on-highway use in California.

**Banks’ results as tested on highest level of Six-Gun with Banks iQ and recommended airflow improvements.

TEST RESULTS

305-hp Stock vs. Banks Six-Gun Bundle

Test Vehicle | 2004 DODGE RAM 3500 QUAD-CAB 2WD PICKUP, DUAL REAR WHEELS, with 4-SPEED 48RE AUTOMATIC TRANS



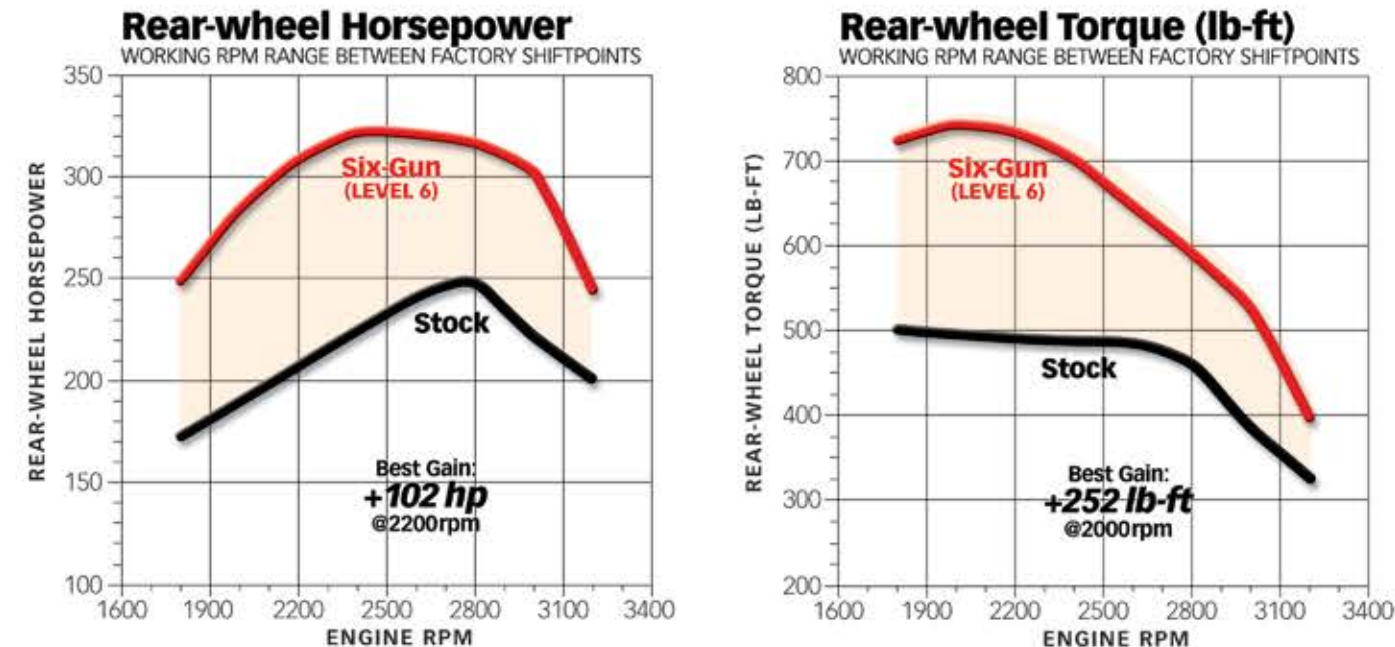
Data Summary (305-hp)	Stock Truck	Banks Six-Gun Bundle
Rear-wheel Horsepower, Best gain	190.5 hp @2200 rpm	280.0 hp @2200 rpm +89.5 hp 47% more
Rear-wheel Torque, Best gain	448.0 lb-ft @1800 rpm	678.0 lb-ft @1800 rpm +230.0 lb-ft 51% more
	455.8 lb-ft @2000 rpm	—
Rear-wheel Horsepower, Peak-to-peak	235.8 hp @2800 rpm	292.5 hp @2400 rpm +56.7 hp 24% more
Rear-wheel Torque, Peak-to-peak	462.2 lb-ft @2600 rpm	678.0 lb-ft @1800 rpm +215.8 lb-ft 47% more
Acceleration, time: 1/8 mile	11.74 secs	10.98 secs -0.76 secs 6% quicker
Acceleration, time: 1/4 mile	17.82 secs	16.70 secs -1.12 secs 6% quicker
Acceleration, speed: 1/4 mile	80.6 mph	86.4 mph +5.8 mph 7% faster
Acceleration: 1/4 mile truck lengths over stock (Note: 1 truck length = 20 ft)	—	— 6.3 truck lengths
Acceleration, time: 0-60 mph	10.18 secs	8.61 secs -1.57 secs 15% quicker

*Note: Six-Gun & Speed-Loader/Banks iQ are recommended for off-road/racing use only. Not legal for on-highway use in California.

**Banks' results as tested on highest level of Six-Gun with Banks iQ and recommended airflow improvements.

325-hp Stock vs. Banks Six-Gun Bundle

Test Vehicle | 2004 DODGE RAM 3500 QUAD-CAB 4WD PICKUP with 4-SPEED 48RE AUTOMATIC TRANS



Data Summary (325-hp)	Stock Truck	Banks Six-Gun Bundle
Rear-wheel Horsepower, Best gain	206.1 hp @2200 rpm	308.1 hp @2200 rpm +102.0 hp 49% more
Rear-wheel Torque, Best gain	493.2 lb-ft @2000 rpm	745.4 lb-ft @2000 rpm +252.2 lb-ft 51% more
Rear-wheel Horsepower, Peak-to-peak	248.5 hp @2800 rpm	321.6 hp @2400 rpm +73.1 hp 29% more
Rear-wheel Torque, Peak-to-peak	502.0 lb-ft @1800 rpm	745.4 lb-ft @2000 rpm +243.4 lb-ft 48% more
Acceleration, time: 1/8 mile	11.78 secs	10.59 secs -1.19 secs 10% quicker
Acceleration, time: 1/4 mile	17.70 secs	16.13 secs -1.57 secs 9% quicker
Acceleration, speed: 1/4 mile	82.2 mph	88.9 mph +6.7 mph 8% faster
Acceleration: 1/4 mile truck lengths over stock (Note: 1 truck length = 20 ft)	—	— 9.0 truck lengths
Acceleration, time: 0-60 mph	9.76 secs	7.81 secs -1.95 secs 20% quicker

*Note: Six-Gun & Speed-Loader/Banks iQ are recommended for off-road/racing use only. Not legal for on-highway use in California.

**Banks' results as tested on highest level of Six-Gun with Banks iQ and recommended airflow improvements.



Gain up to:
+126 hp
+290 lb-ft
At the Rear Wheels

Big Hoss® Bundle

The only way to top a Six-Gun Bundle is to add Banks' gigantic Techni-Cooler intercooler system to the package. Now you've got the Big Hoss Bundle. With its huge mandrel-bent boost tubes, much-thicker core area and superior end tank design, Techni-Cooler flows more cool, dense, oxygen-rich air into the engine than the stock intercooler. The cooler air creates better combustion and lower exhaust gas temps for power that doesn't "temp out" when you need it. It's extreme power *plus* durability! Gains up to **+126 hp** and **+290 lb-ft**. Compared to a tuner alone, adds up to **50 more hp & 100 more lb-ft torque at any EGT!**

“No mistaking you're in a hot rod. When the turbo spools up and you hit that powerband, you better be holding onto something. Huge torque crams you into the seat; your tires become rotating smoke bombs that just burn up and blow away. This is just fantastic!

If you're into diesels and you want to be packing the biggest gun on the block AND still be able to ride off into the sunset... well, you better give Gale Banks a call.”

Stacey David of Trucks! (on Spike Network)



INCLUDES:

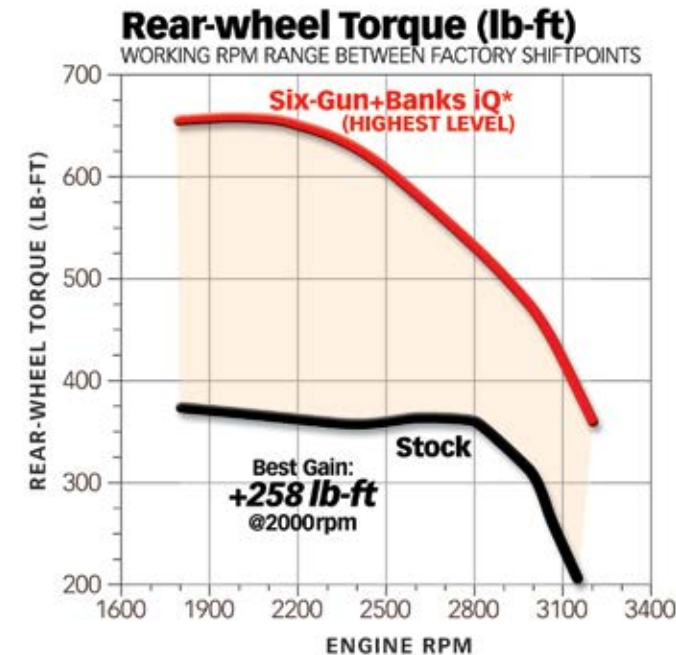
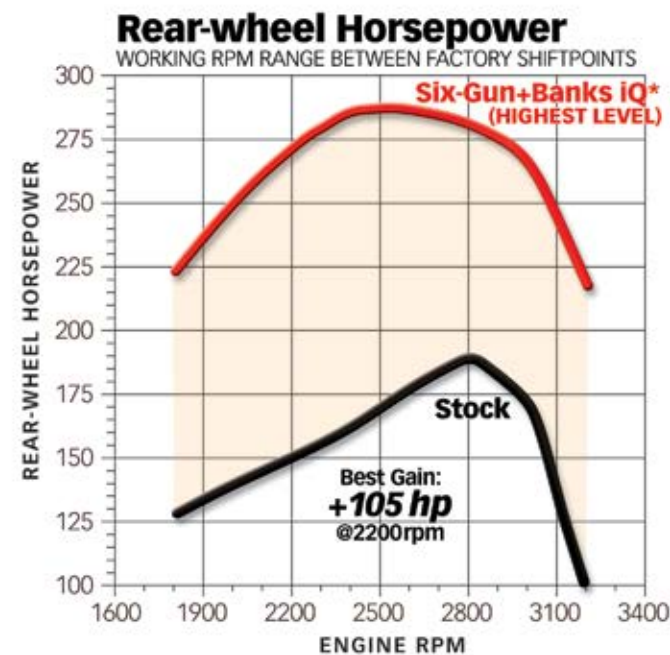
- Banks Techni-Cooler intercooler system with big 3 1/2" boost tubes and High-Ram intake
- Banks Ram-Air cold-air intake system with reusable filter
- Six-Gun Diesel Tuner with Banks iQ Dashboard PC
- BigHead wastegate actuator**
- Polished stainless-steel, 4" straight-through Monster muffler with an exclusive internal expansion chamber
- Stainless 4" constant-diameter Monster exhaust with turbine outlet pipe,** intermediate pipe(s) and tailpipe (or new Diesel Duals Monster exhaust)
- Huge, polished stainless-steel rolled-edge tailpipe tip(s)
- Comprehensive Owner's Installation Manual

*Note: Six-Gun & Speed-Loader/Banks iQ are recommended for off-road/racing use only. Not legal for on-highway use in California.

**Banks Monster turbine outlet pipe and BigHead wastegate not required with 325-hp rated vehicles

235-hp Stock vs. Big Hoss Bundle

Test Vehicle | 2003 DODGE RAM 3500 QUAD-CAB 2WD PICKUP, DUAL REAR WHEELS, with 4-SPEED 47RE AUTOMATIC TRANS



Data Summary (235-hp)	Stock Truck	Big Hoss Bundle	
Rear-wheel Horsepower, Best gain	160.9 hp @2400 rpm	286.7 hp @2400 rpm	+125.8 hp 78% more
Rear-wheel Torque, Best gain	353.3 lb-ft @2000 rpm	643.7 lb-ft @2000 rpm	+290.4 lb-ft 82% more
Rear-wheel Horsepower, Peak-to-peak	182.8 hp @2800 rpm	286.7 hp @2400 rpm	+103.9 hp 57% more
Rear-wheel Torque, Peak-to-peak	358.3 lb-ft @2600 rpm	643.7 lb-ft @2000 rpm	+285.4 lb-ft 80% more
Acceleration, time: 1/8 mile	13.92 secs	11.30 secs	-2.62 secs 19% quicker
Acceleration, time: 1/4 mile	20.86 secs	17.38 secs	-3.48 secs 17% quicker
Acceleration, speed: 1/4 mile	70.4 mph	81.2 mph	+10.8 mph 15% faster
Acceleration: 1/4 mile truck lengths over stock (Note: 1 truck length = 20 ft)	—	—	16.8 truck lengths
Acceleration, time: 0-60 mph	15.04 secs	9.25 secs	-5.79 secs 38% quicker

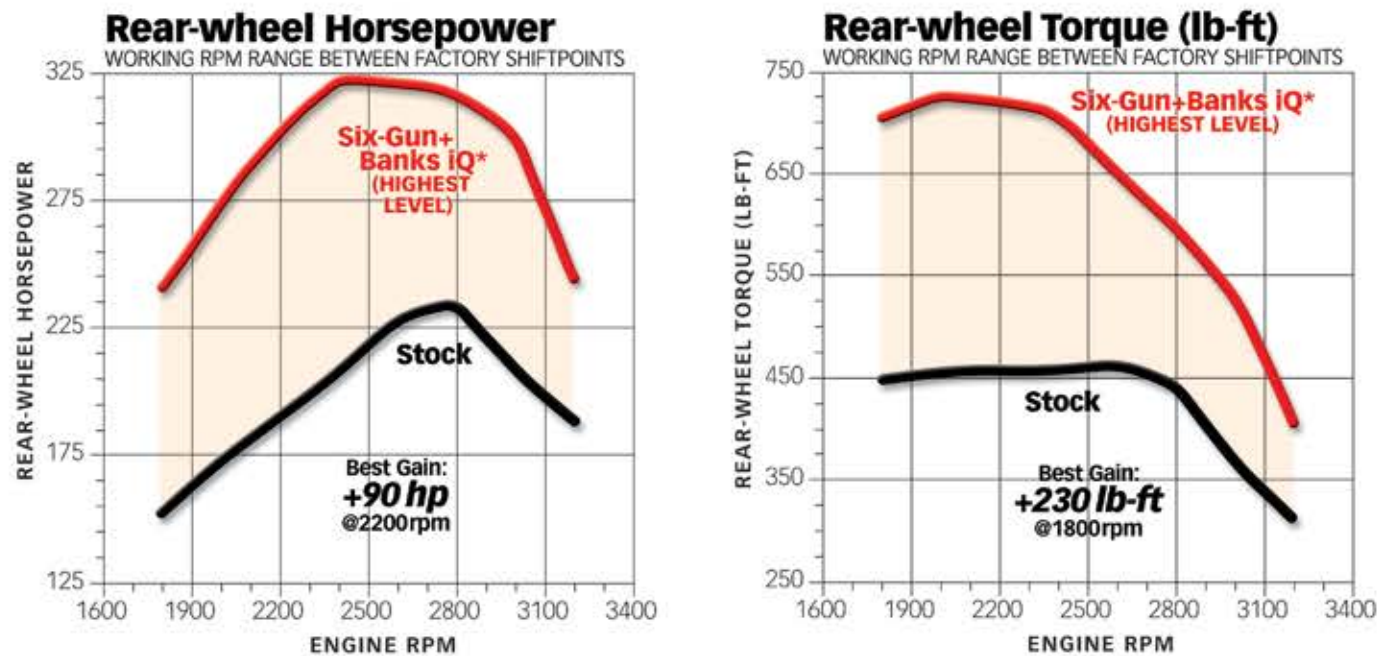
*Note: Six-Gun & Speed-Loader/Banks iQ are recommended for off-road/racing use only. Not legal for on-highway use in California.

**Banks' results as tested on highest level of Six-Gun with Banks iQ and recommended airflow improvements.

TEST RESULTS

305-hp Stock vs. Big Hoss Bundle

Test Vehicle | 2004 DODGE RAM 3500 QUAD-CAB 2WD PICKUP, DUAL REAR WHEELS, with 4-SPEED 48RE AUTOMATIC TRANS



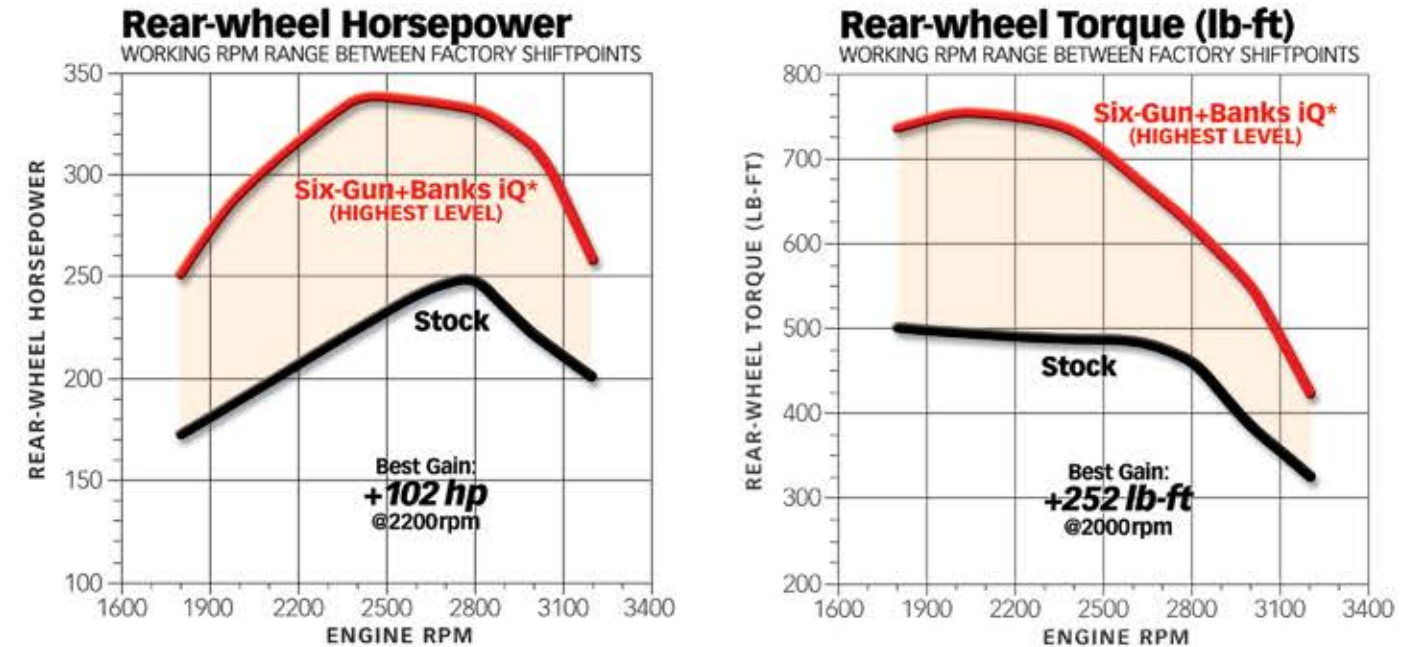
Data Summary (305-hp)	Stock Truck	Big Hoss Bundle	
Rear-wheel Horsepower, Best gain	207.6 hp @2400 rpm	323.2 hp @2400 rpm	+115.6 hp 56% more
Rear-wheel Torque, Best gain	448.0 lb-ft @1800 rpm	—	—
	455.8 lb-ft @2000 rpm	725.4 lb-ft @2000 rpm	+269.6 lb-ft 59% more
Rear-wheel Horsepower, Peak-to-peak	235.8 hp @2800 rpm	323.2 hp @2400 rpm	+87.4 hp 37% more
Rear-wheel Torque, Peak-to-peak	462.2 lb-ft @2600 rpm	725.4 lb-ft @2000 rpm	+263.2 lb-ft 57% more
Acceleration, time: 1/8 mile	11.74 secs	10.69 secs	-1.05 secs 9% quicker
Acceleration, time: 1/4 mile	17.82 secs	16.19 secs	-1.63 secs 9% quicker
Acceleration, speed: 1/4 mile	80.6 mph	90.2 mph	+9.6 mph 12% faster
Acceleration: 1/4 mile truck lengths over stock (Note: 1 truck length = 20 ft)	—	—	9.1 truck lengths
Acceleration, time: 0-60 mph	10.18 secs	8.00 secs	-2.18 secs 21% quicker

*Note: Six-Gun & Speed-Loader/Banks iQ are recommended for off-road/racing use only. Not legal for on-highway use in California.

**Banks' results as tested on highest level of Six-Gun with Banks iQ and recommended airflow improvements.

325-hp Stock vs. Big Hoss Bundle

Test Vehicle | 2004 DODGE RAM 3500 QUAD-CAB 4WD PICKUP with 4-SPEED 48RE AUTOMATIC TRANS



Data Summary (325-hp)	Stock Truck	Big Hoss Bundle	
Rear-wheel Horsepower, Best gain	223.0 hp @2400 rpm	334.8 hp @2400 rpm	+111.8 hp 50% more
Rear-wheel Torque, Best gain	493.2 lb-ft @2000 rpm	751.8 lb-ft @2000 rpm	+258.6 lb-ft 52% more
Rear-wheel Horsepower, Peak-to-peak	248.5 hp @2800 rpm	334.8 hp @2400 rpm	+86.3 hp 35% more
Rear-wheel Torque, Peak-to-peak	502.0 lb-ft @1800 rpm	751.8 lb-ft @2000 rpm	+249.8 lb-ft 50% more
Acceleration, time: 1/8 mile	11.78 secs	10.53 secs	-1.25 secs 11% quicker
Acceleration, time: 1/4 mile	17.70 secs	16.00 secs	-1.70 secs 10% quicker
Acceleration, speed: 1/4 mile	82.2 mph	91.5 mph	+9.3 mph 11% faster
Acceleration: 1/4 mile truck lengths over stock (Note: 1 truck length = 20 ft)	—	—	9.7 truck lengths
Acceleration, time: 0-60 mph	9.76 secs	7.68 secs	-2.08 secs 21% quicker

*Note: Six-Gun & Speed-Loader/Banks iQ are recommended for off-road/racing use only. Not legal for on-highway use in California.

**Banks' results as tested on highest level of Six-Gun with Banks iQ and recommended airflow improvements.